

# Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

P.O. Box 1170, 9 NW Front Street, Suite 201  
Coupeville, WA 98239 U.S.A.  
Telephone (360) 678 8880  
Fax (360) 678-8890  
E Mail: [info@marcon.com](mailto:info@marcon.com)  
<http://www.marcon.com>

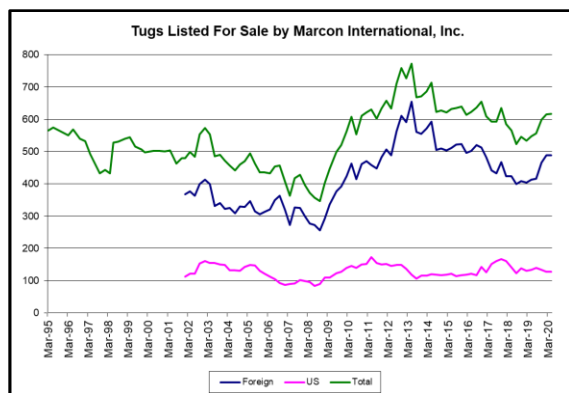
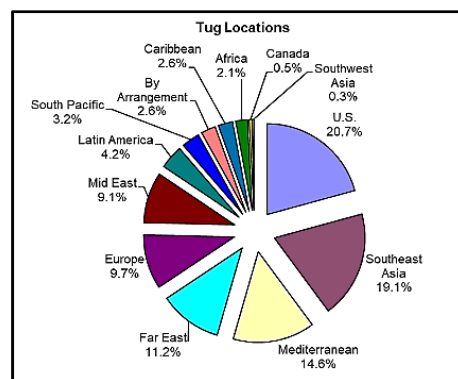
May 2020

## Tug Market Report

Of the 13,562 vessels and 3,677 barges that Marcon tracked as of end May 2020, 5,184 are tugs with 617 officially on the market for sale worldwide, up 83 or 15.54% from one year ago, May 2019, but down 5 or 0.80% from May 2015. 39.47% of foreign and 93.75% of U.S. tugboats for sale are direct from Owners. 167 or 27.07% of the tugs worldwide, primarily foreign flagged, were built within the last 10 years, are newbuilding re-sales or currently under construction – compared to 30.71% one year ago and 34.81% five years ago. 84 (13.61%) are over 50 years of age. Nine have no age listed. The oldest tug Marcon currently has listed was built in 1912 (rebuilt 1999) and was originally built to dory-fish halibut in the Pacific Northwest. This “old lady” is balanced by ten newbuildings between 800BHP and 6,770BHP scheduled for delivery in 2020. Two newbuildings are azimuthing and ten traditional twin screw tugs.

### Market Overview

The majority of tugs Marcon tracks for sale as of this report are in the US with 128 tugs officially on the market (same one year ago), followed by 118 in Southeast Asia (96), 90 in the Mediterranean (70), Far East with 69 (42), 60 in Europe (47), Mid-East with 56 (58), 26 in Latin America (36), 20 in the South Pacific (10), 16 each in the Caribbean (21) and where location unstated (12), 13 in Africa (7), 3 in Canada (2) and 2 in Southwest Asia (5). Where machinery is known, CAT diesels power 153 or 25% of the tugs listed for sale. This is followed by 79 vessels with EMDs, 69 Yanmar, 65 Cummins, 56 Niigata, 29 Wartsila, 20 Mitsubishi and 17 GM/DD powered tugs. 122 tugs are powered by machinery from other manufacturers from ABC to Zibo with two Fairbanks Morse boats still on the market.



Five years ago, 34.81% of tugs for sale worldwide, primarily foreign flag, were built within the previous 10 years compared to 27.07% today. Five years ago, 10.44% of the tugs on the market were 50+ years old compared to 13.61% today. At that time, Marcon had zero tugs older than 75 years available whereas today there are six. The average age of all tugs that Marcon has for sale worldwide remains in the 25 – 26 year old range (1994 build date now vs 1990 in 2014). Southeast Asia had the largest selection of tugs listed in 2015 with 127 available (20.1%) which were tracked by Marcon. This was followed by 118 in the United States (18.7%), Far East 92 (14.6%), 64 in Europe (10.1%), Mediterranean 54 (8.5%), 51 in the Mid East (8.1%), South Pacific 31 (4.9%), 27 Latin America (4.3%), 19 Africa (3.0%), 15 (2.4%) each in the Caribbean or where location is unknown, 14 Canada (2.2%) and 5 in Southwest Asia (0.8%).

Looking at tugs for sale worldwide, conventional twin screw tugs still prevail with 379 (61.4%) available. These are followed by 140 azimuthing (22.7%), 68 single-screw (11.0%), 19 Voith Schneider tractors (3.1%) and 11 triple screw (1.8%). As a comparison and demonstrating the trend in propulsion, five years ago 22.3% of the 632 tugs for sale were single screw, 54.4% twin screw, 20.3% azimuthing and 2.5% VS tractor tugs. The increase in ASD tugs and the decrease in single screw tugs will continue as ASDs continue to become a standard in the industry, while single screw tugs have been mostly relegated to nearly zero commercial work, except in certain specific cases. It is always difficult to get a precise figure related to the scrapping rates of tugs, but it's not an outrageous prediction to assume that these will be mostly older single and twin screw units. It is noted that Sea-Web reports 1,544 tugs worldwide scuttled, broken up or to be broken up world-wide. This is up 2.25% from May 2019's 1,510, despite scrap prices falling dramatically during that period.

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

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

# Marcon International, Inc.

## Tug Boat Market Report – May 2020

Marcon's database shows only five fewer tugs which are officially for sale than five years ago in May 2015, however, there were shifts when looking at horsepower and age breakdown. There are 55 fewer tugs are today listed in the 2-3,000HP range with average age decreasing from 38 to 35 years. The 3-4,000HP range gained 34 tugs while their average age decreased from 23 to 22 years. Under 1,000HP tugs decreased by 24 with a three year decrease in age to 35 years. 7-8,000HP tugs for sale increased by 14 boats from five years ago, while their average age increased from 26 to 37 years. Twelve more tugs are showing as available in the 6-7,000HP range (with the same 17 years average age), nine more 4-5,000BHP range (average age 22 vs 23 years), and eight more 5-6,000HP (average age 17 vs 22 years). In the over 9,000BHP range there are four more candidates to offer, versus none listed five years ago (average age running at 16 years), while just shy of this level there are four fewer 8-9,000HP range (average age 24 vs 11 years).

Marcon ended second quarter 2020 with 16 sales completed, which involved many deals which were well in the works before the Covid-19 situation developed. Since that time, the market has been extremely slow, which we see reflected across the board both domestically and world-wide. In 2019, Marcon completed 27 sales, tows and charters. Comparing to 2018 shows how the market reflected our overall activity has declined with 41 sales, tows and charters recorded at that time. Marcon recorded the sale of four U.S.-flagged tugs so far this year with an average age of 44 years. Tug condition and specific circumstances of the sale / purchase were driving factors behind each of these sales, and sale price numbers reflected this (older vessels being on the low end in general). In 2019, we sold a total of eight tugs with average age of 37 years. This was comprised of all U.S.-flagged tugs.

### Recent Marcon Tug Sales & Charters

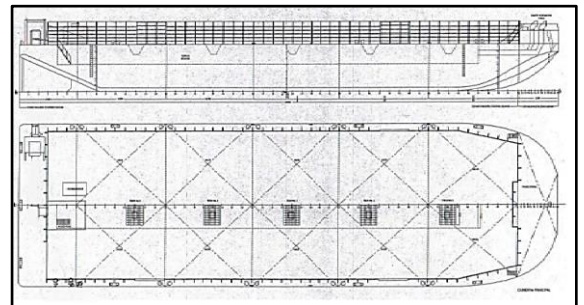
Marcon has sold or chartered four tugs totaling 14,350BHP as of end May 2020, after selling or fixing tows for 13 tugs totaling 58,0600BHP in 2019. In 2018, we sold or chartered 22 tugs totaling 77,2800HP and in 2017, we sold or chartered four tugs totaling 17,750BHP. Since our first sale in 1983, Marcon sold or chartered 365 tugs totaling 1,173,097BHP out of 1,510 sales and charters total. Several more sales are expected.



The U.S. flag twin screw tug "*Pacific Warrior*" (ex- Powhatan, Robbyn J., Zapata 88, Hull 467) was sold. The tug was originally built in 1975 by Halter Marine in Louisiana. She was subsequently repowered in 2004 along with the installation of quad rudders, kort nozzles, new reduction gear foundations, shafts and propellers. She measures 105.0' loa x 96.8' lbp x 30' beam x 14' depth with a 11.7' loaded draft and has an ABS unrestricted ocean loadline. Tank capacities include 50,000g diesel oil, 600g lube oil, and 5,000g potable water. She's fitted with an Intercon single drum main towing winch with a line pull of 40 tons and drum capacity for 2,600' x 1.75" wire. Main engines are two

Cummins KTA50M2 Tier 1 diesels with a total 3,000BHP at 1,800RPM driving two 91"x 89" 4-blade skewed fixed pitch propellers in kort nozzles through Reintjes WAT 772 7.445:1 gears. Bollard pull is rated at 45 short tons. Marcon acted as the sole broker in the transaction. The tug will be repositioned to Kodiak, Alaska to work for new owners Paradigm Marine.

A 100m x 25m x 7.2m depth x 1.0m light / 5.7m loaded draft, ABS ocean deck barge was sold on a private & confidential basis. The 10,840mtdw foreign flag barge was one of three sister barges which Marcon International arranged both the purchase and the 7,000nm plus delivery voyage to present sellers in 1999. The 1,799T light displacement, double raked barge was built in 1996 by CSC Jingling Shipyard; Changjian, China and has a 9mt/m2 uniform deck load and fitted with 3.58m (12.0') bin walls which provide a hold capacity of abt. 7,024m3. The three barges had previously been employed in hauling nickel ore in Indonesia at the time of the original sale. This is the 154<sup>th</sup> ocean deck barge brokered by Marcon, bringing the total capacity to 948,546dwt.



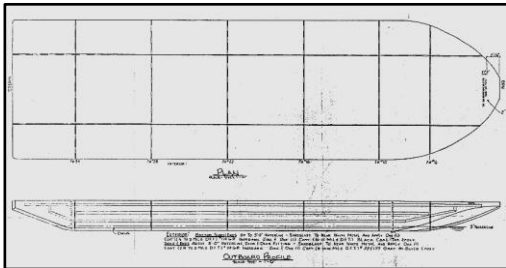
# Marcon International, Inc.

## Tug Boat Market Report – May 2020



Atlas Ocean Towing, LLC of California has concluded the sale of its tug *"Pacific Freedom"* to US West Coast Buyers. This is the second time Marcon has been involved with the sale of this tug. Originally built as the *"Victor J. Guidry"* in 1975 by Avondale SY in Mobile, AL (Hull 48) for the illustrious US Gulf offshore towing family of the same name, she was originally powered with Stork-Werskpoor main engines. She was purchased by a US West Coast company in 2001 with the intention to engage in towing tank barges on the US West Coast, and was known then as the *"Paula V"*. Unfortunately, the tug suffered some major damage during an engine room fire in the Fall of 2001 while being delivered to the US West Coast from the US Gulf. For several years she was idle and in a continuous state of *"being rebuilt"* by her former Owner. Effectively she remained located at a small shipyard in Golden Meadow, LA for an

extended period while this work was underway. The tug was sold in an incomplete state of rebuild to US Gulf Buyers via Marcon's brokering in July 2006. Her total refurbishment and re-power were then completed by that former Owner during 2006-2007. After her rebuild completion, she traded under the name of *"Int'l Freedom"*, and was once again stationed in the US Gulf. She is currently powered by two EMD12-645E7s for 4,300BHP, and swings a pair of 117" 4-bladed propellers on 10" shafts through Falk 3550MRHC15A 4.65:1 reduction gear. Her dimensions of 110' x 32.0' x 17.5' depth and fuel capacity of 87,000g, coupled with her raised foc'stle bow, gives her excellent ocean towing range. She is also fitted with a Smatco 55 DTD-170 double drum towing winch, with 125T of line pull, and has quarters for 11 crew members in eight cabins. She was last sold from the US Gulf to the US West Coast in 2014 where she traded successfully in the Pacific Ocean with operations in Hawaii, and Guam. The tug was originally classed with ABS+A1, +AMS and she now carries an ABS Loadline. She was also recently certified by the USCG with a Certificate of Inspection for Oceans, under the Subchapter *"M"* requirements. The tug's new Owner will operate her throughout the Pacific Ocean, and world-wide within the company's service.



Marcon International, Inc. has recently concluded the sale of two US Flag inland deck barges between two US West Coast companies. The two barges (*"OC 261"* and *"OC 262"*) were built in 1981 and 1982 by Bergeron Industries of Braithwaite, LA, for a Louisiana based company. They were part of a group of four sister barges, and their original service was as ABS Ocean Deck barges working in the US Gulf oilfield, and for transport of oilfield related equipment to West Africa. They all measure 250' x 72' x 15' depth, and have a loaded maximum 4,800T DWT design draft of 12'. The barges have flat steel decks, and the uniform deck load is relatively light

by today's standards at 1,000 lb./ft<sup>2</sup>. They have 2 longitudinal / 6 transverse bulkheads, fixed towing skegs aft and the long bow and stern rake provided for a faster towing speed on the Trans-Atlantic hauls. The barges traded in the previous Owner's ocean service under ABS Loadline, until they were all sold in late 2007 to US West Coast Buyers, which were engaged in bridge construction and retrofit in the San Francisco Bay Area. The barges have been working in that service and region for the past 13 years until being recently sold. The barges will now enter dedicated inland service for the new Owner on the US West Coast, after being refurbished and upgraded.

A 400.0' x 99.5' x 25.0' depth', U.S. flag ocean former tank barge has been sold to foreign interests. The 16,200 long ton deadweight, single skin, double raked barge was built in 1981 by FMC Corp. of Portland, Oregon. The barge last served as a dedicated oil spill recovery barge with a 149,000bbl capacity in Alaska until 2018 when Marcon brokered its sale to present Sellers. Barge was classed ABS +A1, Oil Tank Barge, Spill Response. All oil spill recovery related equipment has since been removed, as Buyer's intent is to convert the unit to dedicated deck service. The barge is fitted with a small notch aft, mooring winches and has a flat steel deck. This class of barge was originally built for combo ocean deck/tank service and many sisters have since been converted to dedicated ocean deck service. Marcon can develop a sister barge, which is currently undergoing full conversion to ABS Ocean Deck Service. Please contact this office for full details, price guidance and timing for delivery. This is the second ocean tank barge sold this year and the 104<sup>th</sup> sold since Marcon opened its doors in 1981.





# Marcon International, Inc.

## Tug Boat Market Report – May 2020



As the 1,499<sup>th</sup> sale or charter concluded over the last 39 years, Marcon International brokered the sale of the U.S. flag, twin screw tug “Nancy M” from Manson Construction Co. of Seattle, Washington. The “Nancy M” was originally built in 1970 at Albina Engine & Machine Works, Inc. in Portland, Oregon as the “Shelly Foss” (Hull 418) for Foss Maritime Company. The 90.0' x 30.0' x 14.2' depth / 14' draft tug was designed and built to take over as the prime ship-assist tug in Seattle, Washington, relieving the 1,200HP sister-tugs “Carol Foss” and “Shannon Foss” as ship tonnage and arrivals and departures increased to where

a more powerful tug was needed. Two distinctive features at the time, now common, was the design of the pilothouse window glass slanted inwards to minimize glare and viewing ports in the pilothouse “eyebrow” to better see tie-up lines and movement of the ships being maneuvered in and out of docks. The fifty-year old tug is powered by twin CAT D399TAs developing a total of 2,250BHP at 1,225RPM, Lufkin RLS 4218 5.526:1



gears and 84.5" 4-blade fixed pitch props on 8.5" diameter shafts in steering Kort nozzles. These were the days before azimuthing stern drive shipdocking tugs and Voith Schneider tractor tugs were in regular use. Owners reported that the Kort nozzles increased her actual bollard pull by about forty percent over a conventional open wheel installation and the props being trainable 25 degrees each side increased the tug's maneuverability. Her bow and stern line winches were custom designed for more efficient line-handling, as both winches were controlled from the main console in the pilothouse alongside the main engine controls.



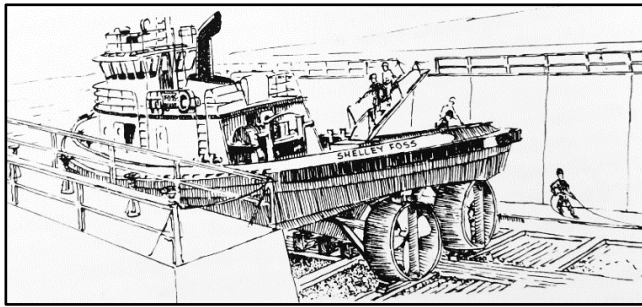
“Shelly” was an immediate success and called the “Queen of Harbor Tugs” by ship owners, agents and pilots. Reportedly the usual working of a request by ship's agents for assist tugs was, “We need two tugs to help our ship into dock; unless the ‘Shelly’ is assigned, then one tug will do.” Reportedly “Shelly” docked and undocked nearly 12,000 ships, with a total tonnage of nearly 168 million tons, not including the Navy ships at Bremerton, where the tug's assistance was asked for on all major vessel shifts including large aircraft carriers moving in and out of the Navy Yard. Usually the “Shelly” (pictured right, tucked in under the port side of the USS “Constellation”) was accompanied by five Navy tugs when assisting these mammoth ships. Another heavyweight job occurred 1984 when the Voith Schneider tractor tugs “Andrew Foss”, “Arthur Foss” and “Shelly Foss” assisted in moving the battle ship “Missouri”, famous for signing of the Japanese peace treaty ending the hostilities of World War II. The navy ordered the ship moved from Bremerton, Washington to Long Beach, California for reactivation and Foss was awarded the job of towing her from Bremerton to the Straits of Juan de Fuca where a navy tug took over the ocean tow.



As the “Missouri” was a dead ship, the “Arthur” and “Andrew” pushed full thrust on the port and starboard quarters and the “Shelly” towed from out ahead. The 45,000-ton “Missouri” with the tugs doing the steering, came around the dogleg turn in narrow Rich Passage near Bremerton under perfect control and headed for the open water of Puget Sound. Without the “Missouri's” 180,000HP, the tugs were able to tow at five knots. With the weather cooperating, the trip was made in 12 hours and shortly after daylight the navy's ocean-going tug took over from Foss's tugs. With a replacement cost of about US\$800,000,000, the “Missouri” held the highest value of any Foss tow in the company's history.

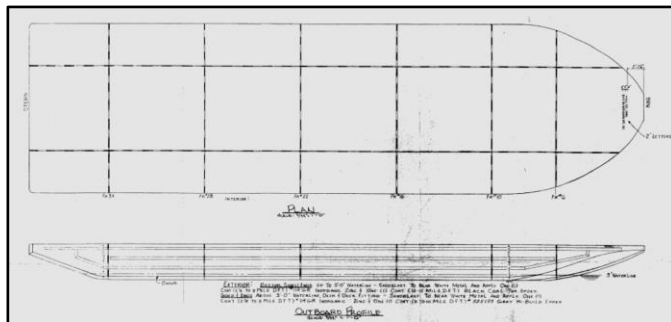
# Marcon International, Inc.

## Tug Boat Market Report – May 2020



“Shelly Foss” was rebuilt in 1993 with a new house, stern, etc. and continued working for Foss until 2009 when sold to Manson Construction of Seattle. Manson is a major construction and dredging company regularly involved in building federal facilities and ports-of-call, ferry & cruise terminals, bridges, outfalls & pipelines, wharves and piers. They modified the tug with tall push knees to shift and provide support to their fleet of derrick barges. Towing gear consists of a single drum Foss built tow winch aft, push knees and two 20T hydraulic bow

winches with fairleads forward for use in the pushing mode. Ship’s power is provided by 115kW / CAT D3304 and 50kW 208/120VAC generators. Accommodations are provided for five crew. Although fifty years old this year, the “Nancy M” was still working and in good condition overall, with new Kort nozzles installed in 2018 and a fresh U.S. Coast Guard Subchapter “M” Inspection at the time of sale. Marcon acted as sole broker in the transaction and has represented both parties in previous sales and purchases. This has been the 363<sup>rd</sup> tug totaling 1,165,787HP brokered for sale or charter by Marcon. [Tug history thanks to book “Foss: Ninety Years of Towboating” by Michael Skalley (1981)].



A U.S. flag, 4,800tdw inland flat deck cargo barge was privately sold between U.S. buyers and sellers. The 250' x 72' x 15' deck barge was originally built in 1981 as an ocean deck barge. Barge is double raked with a spoon bow, fixed towing skegs aft and a 1,000psf uniform deck load. Two longitudinal and six transverse bulkheads form a total of 21 watertight compartments. Marcon acted as sole broker. This is the 88<sup>th</sup> inland deck barge brokered by Marcon totaling 166,067dwt capacity.

Definitely much newer and with a lot more horsepower, tank barge operator, Kirby Corp. of Houston, Texas sold their U.S. flag, twin screw tug “Arabian Sea” to private interests. The 4,800BHP, high foc’sle bow tug was originally built in 2008 as the “Barbara C” by Don Church of SeaBoats, Inc. of Fall River, Massachusetts as Hull No. 8 for his privately owned and operated SeaBoats Incorporated / Tugs Unlimited Inc. of Portsmouth, Rhode Island. The 105.0' x 37.8' x 19.5' depth / 16.0' loaded draft tug is powered by a pair of CAT 3516B-HD diesels developing total 4,800BHP at 1,600RPM, Massone Marine 7.345:1 gears, ZF shaft brakes and 110" x 84" 4-blade props on 8" shafts. Ship’s power is provided by three 99kW / John Deere 6068TFM76 generators and towing gear consists of a single drum Almon Johnson 225 winch powered by a John Deere 6068TFM76 diesel.



Tankage consists of 102,000g fuel, 1,760g lube oil, 10,000g potable water and 77,271g ballast water. In 2011, K-Sea Transportation, headquartered in New Brunswick, New Jersey and at the time operator of one of the largest U.S. coastwise tank barge fleets, acquired the “Barbara C” when they purchased the assets of SeaBoats Inc. to support their transportation of refined petroleum products. Shortly thereafter, Kirby Corporation acquired K-Sea Transportation Partners in a transaction valued at approx. US\$ 604 million. K-Sea then became a wholly owned subsidiary of Kirby and the tug was renamed the “Arabian Sea”. Marcon acted as sole broker in the sale and has represented both the buyer in seller in previous transactions.



# Marcon International, Inc.

## Tug Boat Market Report – May 2020

On the low horsepower end of the market, private Canadian buyers purchased the 150HP, U.S. flag, single screw tug “*National*” (ex-*Buckeye State*) from New York Sellers. The 42.0' x 12.4' x 6.6' depth / 5.0' draft tug was originally built in 1951 by Equitable Equipment Co. of New Orleans, Louisiana for Great Lakes Dredge and Dock Co. of Oak Brook, Illinois. After passing through the hands of a number of marine construction and dive companies she was inherited by the seller. The steel hull tug is powered by a single GM6-71NA diesel developing 150BHP at 1,800RPM, with an Allison 3:1 gear and fixed pitch prop. Tug's electrical power is provided by a single 15kW Onan 120vAC diesel generator. Towing gear consisted of just a double tow bitt aft, but she looked like a traditional work boat of another era. Marcon acted as sole broker.



TradeWinds Towing's 3,800HP tug “*Rachel*” (ex-*Challenger*, *Kinsman Challenger*, *Edie Stephens*, *Esther St. Philip*, *Offshore Endeavor*, *Esther St. Philip*, *Equator*) completed a 5,200 plus nautical mile, forty-two day tow from Corpus Christi, Texas to the Pacific Northwest. The 110.0' x 31.0' x 17.2' depth, twin screw tug was originally built in 1976 by Allied Shipyard, Inc. of Larose, Louisiana as Hull No. 151 for United Tugs Inc. of Belle Chasse, Louisiana. The raised foc'stle bow tug worked over thirty-five years for companies such as US United Ocean Services LLC, St. Philip's Coastal Towing,



Gulfcoast Transit, Bay Transportation, Hvide Marine and Seabulk Towing Services before being purchased by TradeWinds in 2011. The 44.59st bollard pull tug was re-powered by twin CAT 3516B diesels in 2014 and is fitted with Reintjes 6.8:1 gears driving 93"x 80" 4-blade stainless steel props in kort nozzles. Towing gear consists of an Intercon DD200 double drum winch with 2,000' and 1,800' of 2" wire, 275' of 3.25" diameter / 10" circumference Amsteel Blue Spectra line, a bow capstan for barge handling, and a full complement of towing hawsers, shackles, wire bridles and portable running lights in addition to two 3" diesel driven portable salvage pumps, a welding machine and two line-throwing guns. Tankage consists of 86,000g fuel, 1,650g lube oil and 12,000g potable water. Tug is classed ABS +A1 Towing, +AMS, Unrestricted Service. TradeWinds Towing and the “*Rachel*” has handled a number of long distance tows for Marcon over the years. Marcon acted as sole broker.

### Featured Tugs Available for Sale



**File: TG72139 Tug - Twin Screw:** 136.2' loa x 36.5' beam x 19.2' depth x 17.00' light draft x 20.00' loaded draft. Built in 1976 by McDermott Shipyard; Amelia, LA. U.S. flag. GRT: 199. Class: ABS +A1 Towing Exp. 30 Dec. 2021. DD overdue 17 Nov. 2019. In lay up with ABS. Light Disp.: 583lt. FO: 155,000g. FW: 15,000g. Winch: Markey double TDSDW 36C. Wire Capacity: 2 - 2,800' x 2.25". Stern Roller. Main Engines: 2 x EMD 20-645E5 total 7,200BHP. 132" x 82-88" 5-blade stainless prop(s). Bollard

Pull: 75ST. Speed about 16kn free. Pump(s): Fuel, fire & bilge. Genset(s): 2 - 105kW / CAT3304. Quarters: 10 crew in 5 cabins. AirCon. Galley. Triple rudders. Hydraulic tow pins. Laid up and inviting all serious cash offers. Keen Seller for sale out of competition. **U.S. Northwest.**

**File: TG57009 Tug - Twin Screw:** 136.2' loa x 36.5' beam x 17.00' loaded draft. Built in 1978 by McDermott Shipyard; Amelia, LA. U.S. flag. GRT: 199. Class: ABS +A1, Towing Unrestricted Service, +AMS. Exp. March 9, 2024 / Next DD due March 9, 2022. FO: 218,000g. FW: 15,800g. Winch: Markey TDSD-36 double drum. Wire Capacity: 2,200' x 2.25" & 2,800' x 2.125". Main Engines: 2 x EMD 16-645E7A total 5,750BHP. 120" x 80-90" 5-blade prop(s). Tier 2 MEs. Speed about 15kn free. Genset(s): 2-99kW / John Deere 4.5L 2841F Tier 2 120/208vAC 3ph 60Hz. Quarters: 8. AirCon. Galley. Triple rudders. M/Es have an MDEC electronic upgrade to Tier 2. New gensets recently installed with fairly low hours (9,458 hrs. on fwd and 1,819 hrs. on aft). Vessel is in very good overall condition and ready to go. Tug has recently been dry-docked, with all 5 yr. ABS dry-docking updates, necessary steel work and Subchapter "M" approval ready. ITC - 563G / 168N. SOLAS Exempt. Contact Marcon for price guidance, further details and to arrange inspection. **U.S. Northwest. Prompt.**



# Marcon International, Inc.

## Tug Boat Market Report – May 2020



**File: TG40124 Tug - Twin Screw:** 124.0' loa x 31.5' beam x 15.8' depth x 14.50' light draft x 15.00' loaded draft. Built in 1966 by Nolt J. Theriot; Golden Meadow, LA. Rebuilt: 2007. U.S. flag. GRT: 180. Class: ABS International Loadline Exp. June 16, 2022. USCG COI Sub. M Certified. Light Disp.: 783lt. FO: 75,000g. FW: 5,000g. Winch: Almon Johnson Single Drum +pendant drum & gypsy / GM6-71 diesel powered. Line Pull: 62.5T. Wire Capacity: 2,600' x 2.25". Main Engines: 2 x EMD 16-645E total 3,900BHP. Last Overhauled: 2007. 2 - FP 96" x 109" 4-blade SS prop(s) on 11" shaft(s). Kort nozzle(s).

Repowered 91. 8/07 Tier I compliant (via add-on kit)/CM3500, 35" clutches. Bollard Pull: 66ST. Speed about 12kn. Genset(s): 2 - 85kW / John Deere 480vAC 60Hz. Quarters: 3-1, 1-2 pax cabin. AirCon. Galley. Standard bow. Vessel underwent a major top to bottom overhaul 2007, plus she was upgraded to EPA Tier I approved. Owner reports emissions compliant for California Waters until December 31, 2022. Nautican kort nozzles with quad rudder system. Hydraulic towing pins. Towing winch rebuilt Nov. 2011. Main engines overhauled September 2017, plus full 5 yr. ABS Loadline renewal (blast, paint, etc.). Contact Marcon for tow quotes, charter rates, etc. Owners will consider sale, or long term Bareboat Charter. **U.S. West Coast. Prompt.**

**File: TG18058 Tug - Triple Screw:** 92.0' loa x 36.0' beam x 8.5' depth x 3.80' light draft x 5.80' loaded draft. Built in 2010 by Fred Wahl Shipyard; Oregon. U.S. flag. GRT: 165. ABS Loadline. Special Survey due June 2020. FO: 23,000g. FW: 2,000g. BW: 25,000g. Crane: Palfinger PL12000 MB. Winch: Markey TES-22 Single Drum; 2 - 45T Nabrico Face Winches. Wire: 1,500' x 1.375". Main Engines: 3 x CAT C18 total 1,800BHP. 3 - 50" FP prop(s). Tier 2 / Acert. Bollard Pull: 33,000lb. Genset(s): 2 - 99kW / CAT C4.4; 1 - 30kW / CAT C2.2. Quarters: 10 bunks / 3 heads. AirCon. Galley. Shallow draft arctic tug with ABS Ocean Loadline. Push knees forward. Tunneled stern for propellers. Steel hull, aluminum house. King River Class. Water maker. Tier II main engines and generators. Fuel centrifuge. MSD for up to 12 persons. Markey electric bow winch with 2" plasma line. Markey TES-22 electric towing winch with galvanized 1,500' x 1.375" wire. 12,000 lbs. Palfinger deck crane. 12 man Pro Zodiac. 2 Nabrico 45 ton make-up winches. Sat phone. Flir camera. Exclusively available for sale or charter through Marcon International, separately or en-bloc, with sister tug. Will also consider long-term bareboat charter. **U.S. Northwest. Prompt. \$3,200,000.**



**File: TG18053 Tug - Triple Screw:** 92.0' loa x 36.0' beam x 8.5' depth x 3.80' light draft x 5.80' loaded draft. Built in 2011 by Fred Wahl Shipyard; Oregon. U.S. flag. GRT: 165. ABS Loadline. Special Survey due April 2021. FO: 23,000g. FW: 2,000g. BW: 25,000g. Crane: Palfinger PL12000 MB. Winch: Markey TES-22 Single Drum; 2 - 60T Nabrico Face Winches. Wire: 1,500' x 1.375". Main Engines: 3 x CAT C18 total 1,800BHP. 3 - 50" FP prop(s). Tier 2 / Acert. Bollard Pull: 33,000lb. Genset(s): 2 - 99kW / CAT C4.4; 1 - 30kW / CAT C2.2. Quarters: 10 bunks / 3 heads. AirCon. Shallow draft arctic tug with ABS Ocean Loadline. Push knees forward. Tunneled stern

for propellers. Steel hull, aluminum house. King River Class. Water maker. Tier II main engines and generators. Fuel centrifuge. MSD for up to 12 persons. Markey electric bow winch with 2" plasma line. Markey TES-22 electric towing winch with galvanized 1,500' x 1.375" wire. 12,000 lbs. Palfinger deck crane. 12 man Pro Zodiac. 2 Nabrico 60 ton make-up winches. Sat phone. Flir camera. Exclusively available for sale or charter through Marcon International, separately or en-bloc, with sister tug. Will also consider long-term bareboat charter. **U.S. Northwest. \$3,500,000.**

### Worldwide Number of Tugs

While information in *IHS Fairplay Sea-web* only covers "sea-going" vessels over 100GRT, there are many tugs either under that tonnage or in inland service. According to Sea-web, as of May 13, 2020, there were 19,693 "sea-going" tugs over 100GRT worldwide, up from 19,382 (1.60%) and 17,497 (12.55%) in May 2019 and 2015, respectively. Total horsepower is 53,652,132BHP, up 379,039BHP (0.71%) over the past year. Even taking into account flags of convenience, the largest national fleet of tugs over 100GRT continues to be under Indonesian flag with 4,720 tugs totaling 8,257,431BHP. The U.S., as the second largest national fleet of tugs, operates 1,465 "sea-going" tugs over 100GRT, or 7.44% of the world market, totaling 5,411,275BHP (10.09% global BHP). Average age of tugs worldwide is 22 years (built 1998) with the U.S. flag "sea-going" fleet at 33 years (built 1987). The "Unknown" flag group is 10.55% of the world market, comprised of 2,078 tugs totaling 3,694,206BHP or average 1,778BHP each with an average age of 33 years. This large "Unknown" group indicates to us that smaller tugs may be falling off the radar.

# Marcon International, Inc.

## Tug Boat Market Report – May 2020

Top 50 “Sea-Going” Tug Fleets By Units as Of May 2020 According to IHS Fairplay Sea-Web

Flag	Total BHP	%	# Tugs	%	Avg BHP	Avg Age
Worldwide	53,652,132	100.00%	19,693	100.00%	2,724	1998
Indonesia	8,257,431	15.39%	4,720	23.97%	1,749	2009
United States Of America	5,411,275	10.09%	1,465	7.44%	3,694	1987
Unknown	3,694,206	6.89%	2,078	10.55%	1,778	1987
Japan	2,727,803	5.08%	756	3.84%	3,608	2004
Korea, South	1,871,993	3.49%	593	3.01%	3,157	1997
Russia	1,491,293	2.78%	515	2.62%	2,896	1993
India	1,372,914	2.56%	469	2.38%	2,927	2000
Panama	1,351,233	2.52%	433	2.20%	3,121	1994
Singapore	1,350,387	2.52%	490	2.49%	2,756	2010
Malaysia	1,207,323	2.25%	517	2.63%	2,335	2006
Turkey	1,094,929	2.04%	307	1.56%	3,567	2005
Italy	1,088,856	2.03%	286	1.45%	3,807	1994
Brazil	1,072,335	2.00%	269	1.37%	3,986	2004
Australia	1,072,087	2.00%	260	1.32%	4,123	2002
China, People's Republic Of	856,890	1.60%	247	1.25%	3,469	1996
St Vincent & The Grenadines	844,785	1.57%	209	1.06%	4,042	2008
United Kingdom	828,455	1.54%	243	1.23%	3,409	1998
Canada	696,870	1.30%	232	1.18%	3,004	1980
Spain	689,811	1.29%	182	0.92%	3,790	1996
Philippines	646,646	1.21%	278	1.41%	2,326	1982
Mexico	615,839	1.15%	150	0.76%	4,106	1998
United Arab Emirates	591,257	1.10%	188	0.95%	3,145	2004
Venezuela	560,282	1.04%	186	0.94%	3,012	1992
Netherlands	551,095	1.03%	155	0.79%	3,555	2005
Iran	545,834	1.02%	240	1.22%	2,274	1993
Egypt	518,029	0.97%	168	0.85%	3,084	1994
Nigeria	482,953	0.90%	173	0.88%	2,792	1992
Saudi Arabia	480,082	0.89%	139	0.71%	3,454	1995
France	473,009	0.88%	122	0.62%	3,877	2000
Vietnam	408,521	0.76%	161	0.82%	2,537	2005
Thailand	370,844	0.69%	135	0.69%	2,747	1989
Chinese Taipei	364,754	0.68%	120	0.61%	3,040	1994
Germany	352,314	0.66%	96	0.49%	3,670	1992
Malta	340,094	0.63%	65	0.33%	5,232	2005
Chile	315,494	0.59%	74	0.38%	4,263	2004
Greece	304,505	0.57%	136	0.69%	2,239	1982
Norway	300,325	0.56%	85	0.43%	3,533	1988
Ukraine	293,964	0.55%	143	0.73%	2,056	1985
Algeria	268,404	0.50%	70	0.36%	3,834	1994
Argentina	254,048	0.47%	81	0.41%	3,136	1987
Peru	251,167	0.47%	73	0.37%	3,441	1996
South Africa	246,523	0.46%	50	0.25%	4,930	1997
Colombia	242,338	0.45%	65	0.33%	3,728	2000
Bahrain	236,949	0.44%	70	0.36%	3,385	1996
Belgium	230,328	0.43%	51	0.26%	4,516	2001
Kuwait	219,206	0.41%	58	0.29%	3,779	1999
Qatar	201,282	0.38%	51	0.26%	3,947	2007
Morocco	171,072	0.32%	51	0.26%	3,354	1999
New Zealand	161,203	0.30%	42	0.21%	3,838	1998

### Breakdown of U.S. “Sea-Going” Fleet

Following is a breakdown of the U.S. sea-going tug fleet as of May 2020, according to IHS Fairplay Sea-web, compared with May 2019. As of May 2020, the U.S. domestic tug fleet consisted of 1,465 “sea-going” tugs totaling 5,411,275BHP. The U.S. flag fleet increased by five or 0.34% and total horsepower by 65,022BHP. The fleet's average age remained at 33 years. This coincides with what we have seen in the market with older units being scrapped resulting from post-merger fleet consolidations and continued economic restrictions. High horsepower and large tugs are easy to track, but Sea-web has data on only 40 U.S. tugs under 999BHP. As most “under 1,000HP” U.S. tugs are below 100 GRT, they are not in the Registry. Not counting pushboats, there are eight to nine hundred additional small tugs within U.S. coastal waters.

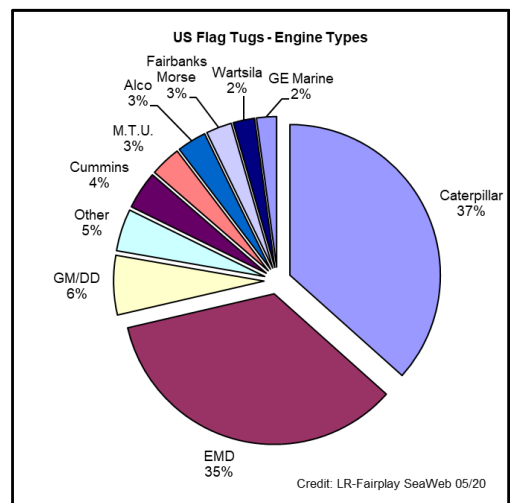
U.S. Sea-Going Tug Fleet Over 100GRT By BHP According to Lloyd's Register as of May 2020

	Unknown BHP	Under 999	1000-1999	2000-2999	3000-3999	4000-4999	5000-5999	6000-6999	7000-7999	8000-8999	9000 Plus	Total
Total #	103	40	213	196	276	267	132	124	46	14	54	1,465
Avg. BHP		801	1,522	2,369	3,416	4,338	5,376	6,434	7,186	8,225	11,328	
Avg. LOA	87	77	86	97	105	106	107	110	144	135	149	
Avg. Beam	28	23	26	30	32	35	36	39	40	42	48	
Avg. Depth	11	9	11	13	15	16	17	18	20	21	24	
Avg. Year Built	1976	1956	1969	1977	1981	1996	2001	2007	1986	2007	2008	1986



# Marcon International, Inc.

## Tug Boat Market Report – May 2020



Of the 1,465 U.S. tugs in Sea-web, 162 have unknown engines. 477, or 33% where type is known, are powered by CATs, 453 (31%) by EMDs, 83 (6%) by General Motors / Detroit Diesels, Cummins with 4%, Alco and M.T.U. (Rolls Royce) are tied with 3% each and Fairbanks Morse, GE Marine and Wartsila have 2% each of the market share. 293 (20%) and 810 (55%) are conventional single and twin screw, respectively. The remaining 25% are 303 azimuthing, 36 triple screw and 23 Voith tractor tugs. Five years ago, of 1,474 U.S. flag tugs, 497 or 39% were powered by EMDs, 404 (31%) by CATs and 107 (8%) by General Motors / DD. We can see that CATs gained two percentage points and EMDs lost eight percentage points from five years ago. In regards to propeller types, today there are 84 fewer single screw, 18 more twin screw and 58 more azimuthing U.S. flag tugs compared to the fleet statistics in May 2015.

### Worldwide Articulated Push Tugs Fleet

According to IHS Fairplay Sea-web, as of May 13, 2020, there are 221 articulated push tugs above 199GT worldwide. 65.61% or 145 are U.S.-flagged with average 6,696BHP and average age of 19 years - with many older units being conversions of conventional tugs. The second largest fleet with 12 ATB tugs is attributed to "unknown flag", followed by seven each flagged in Canada, Liberia and South Korea. The remaining 43 are spread among 18 countries. The average age of non-U.S. flagged articulated push tugs is 30 years with average 4,511BHP. Of total tugs worldwide, ATB tugs make up 1.12%. However, in the U.S., articulated push tugs account for 9.90% of all tugs. Since May 2019, there are three fewer ATBs in the U.S. but eight more under foreign flag. Average age is unchanged in the U.S. and decreased two years for those outside the U.S. The youngest ATB fleets sail under Liberian and Russian flag with 2019 as the average year built. Jamaica has the oldest ATB, a 4,734BHP 1944-built unit.

Sea-web Articulated Push Tugs Summary as of 13 May 2020							
	Total BHP	%	# Tugs	%	Avg BHP	Avg Age	Age in Years
US	970,873	73.90%	145	65.61%	6,696	2001	19
Foreign	342,836	26.10%	76	34.39%	4,511	1990	30

Marcon is currently tracking 131 ATB tugs worldwide with nine currently for sale, ranging in age from 31 to 51 years old.. Of these nine, seven are in the U.S. and one each in Canada and Sweden. With the increased popularity of ATB units, it is interesting to see the changes in fleet sizes beyond U.S. borders.

### New Construction & Shipyard News

As of June 8, 2020, **Colton Co.**, which reports on recent deliveries from U.S. shipyards, reported nine tugs delivered to date in 2020. This compares to 27 tugs in 2019, 39 tugs in 2018, 24 tugs in 2017 and 26 tugs delivered in 2016.

2020 Deliveries of Tugs Sorted by Owner/Operator					
Name	Builder	Owner/Operator	Type of Vessel	GT	Date
Gemini	Gulf Island Jennings	Bay-Houston Tow ing	6,000-hp Escort Tug	297	21-Apr-20
C. D. White	Eastern Shipbuilding	Bisso Offshore	5,100-p Escort Tug	274	14-Feb-20
Noydena	Diversified Marine	Brusco	4,750-hp Harbor Tug	290	13-Jan-20
Aveogan	Bollinger Fabricators	Crow ley Marine	ATB Tug	268	31-Mar-20
Jamie Ann	Nichols Bros.	Foss Maritime	6,866-hp Escort Tug	196	13-May-20
Ralph	Washburn & Doughty	Harbor Docking & Tow ing	6,700-hp Tractor Tug	198	06-Feb-20
Eileen McAllister	Washburn & Doughty	McAllister Tow ing	6,770-hp Escort Tug	285	09-Apr-20
Breaker II	Great Lakes SY	NY Pow er Authority	940-hp Boom Tug	46	21-Feb-20
Cecil M	Gulf Island Jennings	Soderman & Young	6,000-hp Escort Tug	297	30-Jan-20

# Marcon International, Inc.

## Tug Boat Market Report – May 2020

**Bollinger Shipyards Lockport, LLC** recently delivered an articulated tug-barge (ATB) unit capable of transporting multiple clean petroleum products in the Alaska market to **Crowley Fuels LLC**. The Alaska class ATB unit consists of one twin Z-Drive, 7,000HP ocean tugboat measuring 128 x 42 x 21 feet, paired with a 100,000-BBL ocean barge measuring 400 x 85 x 32 feet. The ATB was designed and built to meet Ice Class and Polar Code requirements. The tug is fitted with two GE 8L250 main engines that meet U.S. Environmental Protection Agency's Tier 4 emissions standards. The generators on the tug and barge meet EPA Tier 3 and IMO Tier II emissions standards. In addition, a closed loop, freshwater ballast system will eliminate the need to discharge tug ballast water into the sea.



**Sanmar Shipyards** announced that the first two tugs in a five tug order with **Svitzer** for ongoing operations in Oman have recently completed delivery and mobilisation to the Port of Sohar, with the remaining deliveries expected soon. The order consists of five azimuth stern drive (ASD) tugs from the Sanmar portfolio. Three “*Bigacay*” Class, designated by the designer Robert Allan Ltd. as the RAstar 2900SX and two “*Sirapinar*” Class, designated by the designer as RAmports 2200. Svitzer's Sirapinar class measure 22.40m x 10.85m coupled with an extreme draft of 4.5m. Achieving a free running speed of 12 knots, they are powered by a pair of Caterpillar 3512C main

engines providing 3,000kW and paired with Schottel SRP 1012 azimuthing thrusters, bollard pull at trials was in excess of the guaranteed 50 tonnes. Sanmar Shipyards followed up with the delivery of the first of a three part order of the larger and more powerful Bigacay class ASD tugs. The trio, measuring 29.4m in length with a moulded beam of 13.3m and an overall draft of 6.0m, are powered by a pair of CAT 3516C main engines, each delivering 2,525kW coupled to Kongsberg US255FP azimuth thrusters for a mighty +80mt bollard pull.



**Med Marine** held keel-laying ceremony at Ereğli Shipyard for two icebreaking tugboats with hull numbers ER84 and ER85 on April 16th, 2020 for **Svitzer**. The tugs are Tundra 3000 design by Canadian Robert Allan Ltd. Tundra design is made for tugs operating in extreme winter conditions, which makes it a great fit for Svitzer's North European fleet. Tundra 3000 design has following design particulars: Length o.a.: 30m; Beam of hull: 12.6m; Extreme beam including fenders: 13.2m; Depth moulded: 5.7m; Maximum draft: 5.6m; gross tonnage: <500GT; Minimum bollard pull: 60mt; Power: Approx. 3,900kW.

The “*SAAM Huasteca*” tug has reportedly been delivered to **SAAM Towage** from the **Vietnamese Damen Song Cam** shipyard owned by the Damen Shipyards Group from the Netherlands. The ASD Tug 2813 should begin operating in late February 2020 in the Mexican port of Veracruz and will meet the maneuverability requirements of the new northern terminal. The vessel has a bollard pull of 85mt and a maximum speed of 13 knots. It has two 2,525kW Caterpillar engines, Kongsberg azimuthal thrusters, and includes outdoor firefighting capability recognized under Class FF1 notation.



Generator set: 2 x Caterpillar C4.4 86ekW; Fifi system: 1 x 1,200m<sup>3</sup>/hr Pump, 2 x Foam/water monitor.

The state-of-the-art tug “*SAAM Itzá*” was welcomed to **SAAM**'s operations in Puerto Quetzal, Guatemala. The “*SAAM Itza*” is a Ramparts 2300-MM tugboat, an exclusive design for **Med Marine**. RAmports 2300-MM is a versatile, multi-purpose, compact ASD design, which features efficient shiphandling, coastal towing, escort, general purpose duties and fire fighting capabilities. Length o.a.: 23m; Beam: 10.9m; Depth: 4.4m; Bollard pull: 60mt; Speed: 12 knots (approx.); Main engine: 2 x CAT 3512, 3,530kW @ 1,800RPM; Propeller: 2 x Rolls Royce US205 P20 FP; Fore Towing winch: THR Marine (SEC); Deck Crane: Toimil T10500M SWL10mt reach 8m;



# Marcon International, Inc.

## Tug Boat Market Report – May 2020

**Sanmar Shipyards** proudly announce the delivery of “*Bogacay XXXI*” a 2018 built RAMPARTS 2400SX Class ASD Tug to **SAAM’s Towage** fleet in Panama. She was re-named as “*SAAM Valparaiso*”. Principal dimensions are 24.40m x 11.25m. She can achieve 70mt of bollard pull by means of 2 x CAT 3516C engines developing a total of 4,200kW coupled to a pair of Kongsberg (ex Rolls-Royce) US 255 FP thrusters.



**Med Marine** delivered to **Turkey’s Asya Port** a MEDA2360 tugboat. The high quality and exclusive tugboat (Hull Name: Eregli 82) will be named as “*Asyaport Değirmenaltı*” and she will be operated in Tekirdağ, in north-western part of Turkey. “*Asyaport Değirmenaltı*” is a 23m and 60 TBP ASD tugboat. The design is RAMPARTS 2300-MM by Robert Allan Ltd. which was exclusively made for Med Marine. The tugboat’s general specifications include: Length o.a. : 23.00m; Beam: 10.90m; Depth: 4.40m; Bollard pull: 60mt; Speed: 12 knots; Main engines: 2 x CAT 3512C 3,530kW @ 1,800RPM; Propeller: RollsRoyce (Kongsberg)

US205 FP; Fore towing winch: THR MARINE (SEC); Generator set: 2 x CAT C4.4 86ekW @ 1,500RPM, 50hz; Fifi system: 1 x 1,200m<sup>3</sup>/hr. Pump, 2 x Foam/water monitor; Accommodation: 6 people.

On 20th October 2019, a handover ceremony was held at Albwardy Damen, in Sharjah, UAE, marking **Damen’s** delivery of thirteen tugs to **Jawar Al Khaleej Shipping**. The tugs will be operated at various offshore terminals in Iraq, in a joint cooperation between Jawar Al Khaleej Shipping and General Company for Ports of Iraq (GCPI). Damen was able to deliver the thirteen vessels quickly, modified to the requirements of its client, thanks to its philosophy of standardised shipbuilding, which ensures the fast delivery of proven vessels. The thirteen vessel order consisted of four ASD Tugs 2813, two ASD Tugs 3212, three RSD Tugs 2513, three Stan Tugs 2208 and a Shoalbuster 2609. The ASD tugs are fully equipped, including FiFi 1 and an escort towing notation.



**Damen Shipyards Group** on 22nd October signed a contract with **Karachi Shipyard & Engineering Works** for the materials package of a third ASD Tug 2009 under the Damen Technical Cooperation. The order follows a contract of two ASD Tugs 2009 signed in July 2019. The ASD Tug 2009 is a proven, standardised design featuring excellent seakeeping behaviour, superb manoeuvrability and outstanding towing characteristics. The two vessels will be operated by the Pakistan Navy to support their fleet.

**Damen Shipyards Group** has won an order from maritime services company **EMS Offshore Service GmbH & Co. KG** for a Shoalbuster 2711. The vessel was to be delivered in January 2020. The 2711 is the latest addition to the popular Shoalbuster range, having made its debut in June 2019. It has a load line length of 24 meters, is two meters wider than the existing Shoalbuster 2709 and can carry seven personnel. The aft deck can accommodate two 20ft containers. Bollard pull is 45mt.



**Damen Shipyards Group** has delivered two vessels to **RAK Ports** in the United Arab Emirates (UAE). The deliveries took place on 5th December at the Ras Al Khaimah Cruise Terminal. The vessels in question were a Damen Multi Cat 1908 “*Hobby*” and a Stan Tug 1907 “*Hawk*”.





# Marcon International, Inc.

## Tug Boat Market Report – May 2020



**Damen and Seacontractors** have reached an agreement for the delivery of a new Shoalbuster 3209. The new vessel, to be named “*Sea Golf*” is due for delivery on the 1st of February 2020 in Sharjah (UAE). The *Sea Golf* is designed for multiple roles undertaking varied assignments in divers working environments, her shallow draft allows her to operate in confined spaces. The *Sea Golf*, 50 tons BP and outfitted with FiFi1 equipment, will be the 9th Damen Shoalbuster within the Seacontractors fleet.

**Ocean J. Towing Inc.**, a related corporation of Ocean Group Inc., in January proceeded to the blessing of new harbour tugs, the “*Ocean Kingston Pride*” and the “*Ocean Tallawah*”. Ocean J. Towing Inc. entered into a 10-year contract with the Jamaica Port Authority in 2018 to provide harbour towing services at the Port of Kingston, Jamaica. The “*Ocean Kingston Pride*” was built at the **Sanmar Denizcilik Makine** shipyard in Istanbul, Turkey, it is equipped with a fire-fighting system with water cannons with a capacity of 2,800m<sup>3</sup>/hr. It is propelled by two Z-drive type omni-directional propellers, two engines with a tractive power of 6,303BHP and an 80-ton bollard pull. The “*Ocean Tallawah*” was built at the **Damen** shipyard in Vietnam, it is equipped with a fire-fighting system with water cannons with a capacity of 2,400m<sup>3</sup>/hr. It is propelled by two omnidirectional Z-drive type propellers, plus two engines with a pulling power of 5,632BHP and a 73-ton bollard pull.



**Damen Shipyards Group** has signed a contract with London construction services provider **S. Walsh & Sons** for a CS2010 pusher tug from Concordia Damen. The pusher will be available for quick delivery in summer this year. The CS 2010 will join the growing Walsh marine fleet operating on the River Thames in the UK – including the Damen Multi Cat 1908 delivered in 2019. The vessel was designed for operating on busy inland waterways, including having azimuthing thrusters. The wheelhouse is fitted to a column that can be raised and lowered as needed.

**Damen Shipyards Group** has signed a contract with **Forth Ports Limited** for an ASD Tug 2312. The new vessel will operate as part of the Forth Estuary Towage operation. The ASD 2312, while compact, has a bollard pull of 70mt, twin fin skeg and dual azimuth thrusters. The wheelhouse offers 86% window coverage. The deck is obstacle free. The tug is IMO Tier III ready. The tug will be custom fitted with CCTV, FiFi capabilities, additional fendering at the bow and a winterization package.



**Med Marine** and Mexico's **Snekke S.A.** signed a contract for MED-A2575 class tugboat at the end of 2019, the vessel was successfully delivered to its Mexican operator in the first quarter of 2020 and has started its operations in Mexican Port of Manzanillo. Renamed as “*RPM Manzillo*” (previously *Med Yarimca*), its specifications include: Length o.a.: 25.30m; Beam: 12.00m; Depth: 4.60m; Bollard Pull: 70mt; Speed: 13.5 knots (max.); Main engines: 2 x CAT 3516C 2,100bKW @ 1,600RPM; Propeller: Schottel SRP460 CP; Fore Towing winch: THR Marine (SEC); Generator set: 2 - CAT C4.4 99ekW 1,500RPM 50hz; Fifi 1 system: 1 – 1,200m<sup>3</sup>/hr. Pump, 2 - Foam/water monitor; and Accommodation: 6 people.

**Med Marine** and **Ceyport Tekirdağ Uluslararası Liman İşletmeciliği A.Ş.** (Cey Group Company) from Turkey, signed a sales contract for two tugboats and a mooring boat. One of the tugboats has been renamed as “*CEY V*” (prev. “*Evyap M*”) and measures 22.5m x 8.80m x 3.66m x draft 2.94m; powered by 2 x MTU 12V4000M61R 2,280KW engines; Speed: 12.0 knots; and Bollard pull: 40 tons. The second tug is an 18m harbour tug also designed by Robert Allan Ltd. She is renamed as “*Cey VI*” (ex *Diler Port*) with the following particulars: Length o.a.: 18.28m; Beam: 6.70m; Depth, moulded: 3.785m; Draft, loaded: 3.280m; Powered by 2 x CAT 3508B DITA 1,431kW engines; and Bollard pull: 30 tons.



# Marcon International, Inc.

## Tug Boat Market Report – May 2020



**Med Marine**, has signed a new deal with **Kenya Ports Authority (KPA)** for a brand-new Rastar 4200 (MEDA42120) tugboat. The new Rastar 4200 with a bollard pull of 120 tonnes, will be amongst the most powerful tugs Robert Allan Ltd. has ever designed. Technical details: Length o.a.: 42.0 m; Beam, moulded: 16.0 m; Depth, least moulded: 6.4 m; Draft, maximum: 7.2 m; Bollard pull 120 tonnes; Fuel oil: 500 m<sup>3</sup>; Fresh water: 60 m<sup>3</sup>; and Complement: 18 crew.

**Med Marine**, has completed the delivery of a MED-A2360 series tugboat “*Tareef 1*” to **Abu Dhabi Ports’** flagship Khalifa Port. Stemming from an agreement signed between the two parties back in August 2019, Med Marine’s MED-A2360 design is based upon Robert Allan’s Ramparts 2300-MM tugboat model. The tugboat’s specifications include: Length o.a: 23.00m; Beam: 10.90m; Depth: 4.4m; Bollard Pull: 60 ton; Speed: 12 knots (approx.); Main engine: 2 x CAT 3512, 2 x 1,765kW @ 1,800RPM; Propeller: 2 x Rolls Royce US205 P20 FP with 2,400mm dia; Fore Towing Winch: THR Marine (SEC); Deck Crane: Toimil T-10500M SWL10t.m reach 8m; Generator set: 2 x Caterpillar C4.4 86ekW; Fifi system: 1 x 1,200m<sup>3</sup>/hr. Pump, 2 x Foam/water monitor; and Accommodation: 6 persons.



**Eastern Shipbuilding Group, Inc.** is pleased to announce the delivery of the first of two 80’ 5,100HP Z-Drive Tugs, the M/V “*C.D. White*” for **Bisso Offshore, LLC**, a division of E.N. Bisso & Son, Inc on January 8, 2020. The vessel has completed its bollard pull testing witnessed by the American Bureau of Shipping (ABS) and received its USCG Sub-M Certificate of Inspection (COI). The M/V “*C.D. White*” is a RAL RAport 2400 Z-Drive Ship-handling Tug design provided by Robert Allan Ltd. The sister vessel, the M/V “*A. Thomas Higgins*” was launched at Eastern’s Allanton Facility on January 31st. The tugs measure 80’ x 38’ x 13” and are powered by two CAT 3512E Tier 4 EPA/IMO III main engines totaling 5,098HP @ 1,800RPM. Bollard pull: stern pull 67.6ST and bow pull

65.2ST. Main propulsion is provided by two Kongsberg/Rolls Royce US205 P20 Z-drives and two John Deere 4045AFM85 Tier 3 EPA 99kW @ 1,800RPM generators.

**Robert Allan Ltd.** has completed the design of a new TRAKtor 3000-Z escort tug for **Bukser og Berging** of Lysaker, Norway who have placed an order for two of the vessels with **Sanmar Shipyards** of Turkey. The design was developed working closely with both Bukser og Berging and Sanmar to arrive at a design achieving not only the Owner’s requirements but also suiting Sanmar’s tug building practice. The new tugs will measure 30.45m long x 12.80m beam and have a draft with 100DWT of 6.2m. Installed power will be with 2 x 2,200kW high speed engines driving CP propellers in an IMO Tier III emissions compliant installation. The tugs will have a bollard pull of approximately 75mt.



**Robert Allan Ltd.** has been awarded a contract by **Modutech Marine Inc.** of Tacoma, Washington to design a new version of the commercially successful Rascal 1800-Z tugs for the **United States Navy**. This award builds on the success of Robert Allan Ltd.’s Z-Tech® 4500 design for the US Navy which currently operates six, identified as the YT 802 Class, and has another six tugs, identified as the YT 808 Class, currently under construction. The new Rascal tug (with an option for one more) will be built by Modutech Marine Inc at their facility in Tacoma. Known as the YT 815 the tug will be very similar to ten Rascal 1800-Z tugs which have been built by Sanmar Shipyards in Turkey. The new tug will have the following particulars: Length Overall:

19.2m; Beam, Molded: 9.4m; Depth, Molded: 3.5m; Power: 2 x 970kW; Bollard Pull: 30 metric tons minimum.



# Marcon International, Inc.

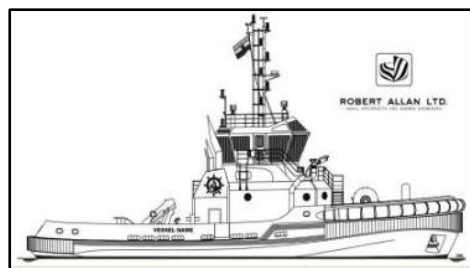
## Tug Boat Market Report – May 2020

On the 11th of January 2020 **Sanmar** and **Robert Allan Ltd.** celebrated the commissioning of the 200th tug built by Sanmar to a Robert Allan Ltd. Design – a collaboration spanning 25 years. A private ceremony between the two organizations was held early in the New Year to mark this special occasion. The 200th tug is itself a reflection of the desire of both companies to continue to move the goalposts for advanced tug designs. The “*Bogacay XXXVIII*” is the latest evolution of the highly successful RAmports 2400-SX design, incorporating the newly developed CAT Advanced Variable Drive™ (AVDTM) hydromechanical hybrid propulsion system. The particulars of this new tug are as follows: Length overall: 24.40m; Beam, moulded: 11.25m; Depth, moulded: 4.38m; Maximum draft: 5.40m. The CAT AVD TM system consists of a pair of dual input, continuously variable transmissions, located in the shaftlines between the main engines and the Z-drives. The AVDs can accept power from the CAT 3512 main engines, rated 1,765kW at 1,800RPM and/or from two 435kW hydraulic motors powered by a single CAT C32 auxiliary engine rated 1,081kW at 2,100RPM. The power is delivered to two CAT MTA 627 FP Z-drive units with 2.7 metre diameter fixed pitch propellers.



**Sanmar Shipyards** announced the delivery of “*Delicay VI*” to the Genoese group **Rimorchiatori Riuniti**. She is re-named as “*Italia*”. Sanmar had delivered a RAmports 2400SX Class ASD Tug to the same group back in 2014 and that tug has been re-named as “*Turchia*” which is currently giving towage service in the port of Genoa. “*Italia*” is an azimuth tractor tug, TRAKTOR-Z 2500SX designed by Robert Allan Ltd. Principal dimensions are 25m by 12m and she can achieve 70mt of bollard pull by means of 2 x CAT 3516C engines developing a total of 4,200kW coupled to a pair of Kongsberg (ex Rolls-Royce) US 255 FP thrusters.

In August 2019 in the **Port of Lulea**, Sweden, the most powerful ice-breaking tug of this size, Tundra 3600-H (Hybrid) tug “*Vilja*” was christened. This 36-metre tug is yet another significant achievement of **Robert Allan Ltd.** The hybrid propulsion system and the use of batteries provides the vessel with flexibility and efficiency to perform its task year-round. The Tundra 3600H tug “*Vilja*” has the following vessel particulars: Length overall: 36.0m; Breadth, moulded: 13.0m; Depth, least moulded: 6.7m; Draft, navigational: 7.0m; Bollard Pull: 100mt.. The ice-breaking capability is 1 meter of ice thickness at 3 knots of vessel speed.



**Ghana Ports and Harbour Authority** has ordered three new ship-docking tugs for delivery by the end of 2019. The tugs are currently on order from the Turkey-based **TOR Group of Companies** who have, in turn, contracted **Robert Allan Ltd.** of Vancouver for the design of the RStar 3300 series Tugs. Each of the new tugs will be 32.8 by 12.9-meters with a depth of 5.37 meters. A pair of Cummins QSK 95 engines will power a pair of Rolls Royce US2555 P30 FP azimuth thrusters. The V-16-cylinder, 95-liter main engines, each develop 3,600BHP (2,685kW) at 1,700RPM. The drives will have 2,800mm diameter propellers in nozzles. The power combination is

designed to give the tugs an 80mt or greater bollard pull and speeds up to 13 knots.

**Abu Dhabi Ports** announced its collaboration with a global commercial vessel designer and tugboat leader, **Robert Allan Ltd.**, to develop the world's first fully unmanned autonomous commercial marine tugs. Once developed, the tugs will join SAFEEN, Abu Dhabi Ports' maritime service arm, which maintains an expanding fleet of world-class service vessels. The two entities recently signed a Memorandum of Understanding to this effect at the International Maritime Organization gathering in London. Commenting on the MoU, Mike Fitzpatrick, President and CEO of Robert Allan Ltd., said: “*Robert Allen Ltd. has been working on solutions to the technical challenges of an unmanned tugboat for several years now, but we were somewhat stalled in progressing to a commercial construction without an opportunity like this with Abu Dhabi Ports.*”





# Marcon International, Inc.

## Tug Boat Market Report – May 2020



The tug “*Hercules*” was built by **Diversified Marine Inc.** of Portland, OR and has now entered service for **Crowley Maritime Corporation** in Seattle, WA.

Designated a RApport 2500, particulars of the tug are: Length Overall: 82’-0” (24.99 m); Beam, moulded: 40’-0” (12.19 m); Depth, moulded: 14’-0” (4.27 m); Maximum draft: 17’-0” (5.18 m). Propulsion is provided by two CAT 3516E main engines rated for 3,004BHP at 1,800RPM, driving MT627 thrusters with 106” (2.7m) fixed pitch propellers, connected by carbon fibre shafts. The tug was designed to ABS class rules and 46 CFR – Subchapter M regulations. On trials,

the vessel performed as follows: Bollard pull, ahead: 89 tons / astern: 87 tons; Free running speed, ahead: 12 knots. A high-performance Markey winch is a key feature of the deck machinery package.

The technology group **Wärtsilä**, in collaboration with **PSA Marine**, has achieved a breakthrough in its IntelliTug project. Following the successful installation of a first-of-its-kind Dynamic Positioning (DP) system onboard the harbour tug “*PSA Polaris*”,



trials are now being carried out in the Port of Singapore under real-world conditions. The new DP system, also known as the Joystick Maneuvering System (JMS), enables easier and more intuitive control of the tug’s movement. With the push of a button, the tug master can achieve ‘virtual anchoring’ to hold position and/or maintain the tug’s heading. The DP system also forms the foundational technology layer for the IntelliTug project, enabling digital navigation instructions to be passed to the vessel’s propulsion systems.



**Pontemar**, a Boluda Towage Latam company providing towing services in Argentina, commissioned two tugs from **SYM Naval Pontemar**, one of three companies that make up Boluda Towage Latam, the Boluda Towage towing division for Argentina and Uruguay. These two high-tech ships will be added to the towing service in the Argentinian port of Buenos Aires.



**Boluda Corporación Marítima** towing division **Boluda Towage** has added two new units to its French subsidiary, which will operate in the port of Marseille-Fos. The “*VB Surprise*” and “*VB Acheron*” next-generation tugboats were built in **Piriou Shipyards**. They are sister ships 30.3 metres long with 10.4m beam, powered by 7,032HP with a 73-ton bollard pull, and are equipped with Fire Fighting 1 fire prevention and firefighting systems. **Boluda Towage France** also added two new tugs, the “*VB Concorde*” and “*VB Mirage*”, to the port of Nantes-Saint Nazaire.

As from June 2020, the anchor-handling tug “*Bremen Fighter*” has completed its rebranding process and will show now the **Boluda** logo and company colors. The “*Bremen Fighter*” was initially located in Germany as part of the **URAG** company. Recently, “*Bremen Fighter*” has been relocated to its base in Rotterdam. After joining the fleet of Boluda Towage Europe, the “*Bremen Fighter*” changed her outlook into the Boluda design. With a bollard pull of 104 tons, the AHT tug will provide deep sea and offshore towage in North western Europe. The 2005 built “*Bremen Fighter*” is Antigua & Barbuda registered. She has a length of 48.81 mtrs a beam of 13.80 mtrs and a draft of 6.00 mtrs. The tug is Classed Germanischer Lloyd +100 A5 E2 with freeboard 1.010 m DG Tug + MC E2 AUT FF1.



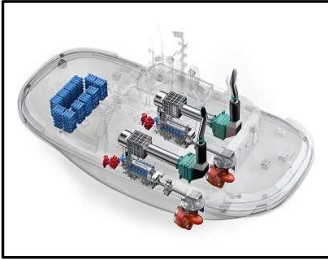
**Seabulk Towing Holdings Inc.** announced that it contracted with **Master Boat Builders, Inc.** for the construction of four 80mt bollard pull harbor tugs with an expected delivery beginning in the second half of 2021 through early 2022. The new vessels, two upgraded ART 90-98US tugs, and two new Rapport 3000 are being built at Master Boat Builders. One of the tugboats is expected to be delivered in December 2020. The other three tugboats will be delivered in January 2021, June 2021 and July 2021. Two of the newbuilds will augment SeaBulk’s existing Rotortug fleet and feature updates to the advanced Rotortug design, which has proven to be highly capable within SeaBulk’s port system. The other two Azimuth

Stern Drive newbuilds will be equipped with diesel mechanical and electric motor propulsion systems. The design for these tugs includes arrangements that will allow for the future installation of batteries.

# Marcon International, Inc.

## Tug Boat Market Report – May 2020

**Port of Antwerp** ordered construction of a tug powered by hydrogen, the first in the world. This unique "*Hydrotug*" is driven by combustion engines that burn hydrogen in combination with diesel. The motors also comply with the very strictest standard, the EU Stage V, making them the lowest-rated for emissions on the market. This ultra-low emission tug is being built by **Compagnie Maritime Belge (CMB)**, a pioneer in the field of hydrogen power for shipping. With this world first Antwerp is making an important step in the transition to a sustainable, CO2-neutral port. By lending support to this promising technology Port of Antwerp hopes that the shipping industry will follow.



The **French Defence Procurement Agency -DGA-** notified **Piriou** on April 30th and awarded the contract to supply a series of twenty 30mt tugs including 15 harbour tugs RP30- and 5 harbour and coastal tugs -RPC30- involving a firm order for four units and several optional orders including the related maintenance services. Chantiers Piriou -holder of the contract- will build the vessels in the site of Concarneau (Brittany, France). Following this notification, the PIRIOU group will start building the first unit before the end of 2020 for a delivery during the summer 2022, and will deliver four units per year.



**McAllister Towing** announced the arrival of the tug "*Eileen McAllister*", the 34th tractor tug in McAllister's fleet. The "*Eileen McAllister*" is powered by 3516E Tier IV Caterpillar engines with twin Schottel SRP 490 Z-drive units. Packed into her 93' x 38' hull is 6,770 horsepower. She achieved over 84 metric tons during her ABS bollard pull certification. The "*Eileen McAllister*" will soon join her sister vessel, the "*Tate McAllister*", as the most powerful tug in Port Everglades, FL.

**SAAM Towage** signed a contract with Turkish shipyard **Uzmar Shipyards** to begin construction on two new tugs. The vessels will provide services for the LNG project that **Energía del Pacífico (EDP)** is developing in El Salvador. The new RAstar 3200W azimuth tugs were designed by Canadian firm Robert Allan Ltd. and will be built in Turkey by Uzmar. They will measure 32 meters in beam, have a bollard pull of 75 tons and can reach a maximum speed of 12.5 knots. They will also have superior steering and breaking capacity for escort operations.



**Smit Lamnalco** secured a 10-year fixed term contract with **Coral FLNG** to provide integrated marine services to the first Mozambique and worldwide deepwater Floating Liquefied Natural Gas (FLNG) facility, the Coral Sul FLNG, now under construction within the framework of the Eni led Coral South project. The contract includes several long term options as well. For the delivery of its services Smit Lamnalco will deploy three fit for purpose 95TBP offshore new build tugs to provide escort, berthing and un-berthing of LNG Carriers to the FLNG facility. A fourth new build OSV will be utilized to provide logistical and marine services support

**Neptune Marine** builds its third EuroTug 3515 for France-based operator **TSM (Thomas Services Maritimes)**. Delivery of the multi-purpose tug, to be named "*TSM Ouessant*", is scheduled for April 2020. The EuroTug 3515 is the largest vessel in the EuroTug portfolio of Dutch shipyard Neptune Marine. After an ultra-shallow draft version and a hybrid version last year, the "*TSM Ouessant*" will be the third of its kind to be delivered since 2017. This EuroTug 3515 is a multipurpose DP2 support vessel, which is able to perform a variety of tasks in both offshore and shallow waters, due to its shallow draft of only 1.8 meters. The tug is equipped with a 4-point mooring system and spudleg system for maximum stability. Features on the 250m2 aft deck include a Heila 280 and a 120mt deck cranes, a moonpool and a 100mt AHT winch.





# Marcon International, Inc.

## Tug Boat Market Report – May 2020



**RMK Marine** of Turkey delivered 25m “*T.Damla-8*” tugboat successfully to its client **DİTAŞ A.Ş.**, on January 31st, 2020, by fulfilling all contractual requirements. “*T.Damla-8*” is the first Vessel of a two tugboat building project that RMK MARINE realizes for DİTAŞ. She has a 70 TBP pulling strength and New Build Number NB117. Features of “*T.Damla-8*” include Length: 25.40 meters; Width: 11.80 meters; Depth: 4.60 meters; Pulling force: 70mt; Speed: 12 knots; Class: American Bureau of Shipping; Class Notation: A1 Tug, Towing Service, Fi-Fi 1, AMS BP (+70) and Coastal Area Navigation. Main functions: Stern Push-Up Azimuth Tug, equipped with back-up hook, suitable for back-up and push.

The “*Jamie Ann*”, is the first of four new ASD-90 tugs constructed by **Nichols Brothers Boat Builders** for the **Saltchuk** family of companies, that arrived recently in her new homeport of Long Beach, CA. Powerful enough to escort the largest tankers and container ships calling on ports in the U.S. West Coast, “*Jamie Ann*” will provide tanker escort and assists for Foss Maritime’s customers in the Ports of LA/Long Beach area. Her three sisters: the “*Sarah Averick*”, the “*Leisa Florence*”, and the “*Rachael Allen*” are due to deliver this year for service. The “*Jamie Ann*” is powered by two MTU Tier 4 engines totaling 6,866BHP and obtaining a 90ST bollard pull.



Currently under construction at **Veecraft Custom Commercial** are a pair of 2,000HP, 19.3 by 7.25-meter tugs will be a proud addition to the fleet of South Africa’s **Transnet National Ports Authority**. Powered by a pair of Cummins’ popular K38 engines, classed IMO2, and turning Teignbridge, five-blade, B-series propellers through ZF 3750 gears with 5.950:1 ratios, the two boats will meet the diverse requirements of modern harbour work boats. The tugs have a free running speed in excess of ten knots and a solid 15-tons of bollard pull for coastal or harbour towing.

## Company News

**KOTUG International B.V.** and **Horizon Maritime Services Ltd** have announced that they have formed ‘**KOTUG Canada**’, a joint venture company which will offer terminal and harbour towage services across Canada. The joint venture looks forward to developing a strong presence within the Canadian terminal and harbour towing market.



**KOTUG International B.V.** has completed the 100% acquisition of **Marsol International Ltd.**, a leading offshore and marine terminal service centre, specialized in offshore single point mooring (SPM) buoy terminals and its related infrastructure. The acquisition is a strategic addition to KOTUG’s portfolio in the worldwide offshore industry, and will strengthen KOTUG’s position in the maritime services industry in the Middle East. The core business of Marsol is integrity management based commercial and technical marine service solutions for SPM & offshore terminals.

**Royal Boskalis Westminster N.V.** has completed the sale of its equity stake in **Saam Smit Towage** to **SAAM S.A.** (SAAM). The intended sale was announced on 11 February 2019. In line with the initial announcement, Boskalis received approximately US\$ 200 million in cash for its equity stake in the joint venture resulting in a pre tax book gain of slightly more than EUR 40 million. The activities and results of Saam Smit Towage were deconsolidated as per 1 January 2019 following the signing of the Letter of Intent. The towage joint venture between Boskalis and SAAM was formed in 2014 which at the time covered the respective towage activities in Brazil, Panama, Mexico and Canada. Since then, the joint venture has successfully expanded its presence and realized efficiency savings and commercial synergies. In joint discussions on how to most effectively respond to the more competitive market environment, Boskalis and SAAM came to the conclusion that an outright sale of Boskalis’ share to SAAM would be most beneficial for both parties.





# Marcon International, Inc.

## Tug Boat Market Report – May 2020



Seattle-headquartered **Harley Marine Services** has changed its name to **Centerline Logistics Corporation** and in parallel has rebranded its regional operations to reflect the change to Centerline. As part of its rebranding, the company has adopted a new lion's head logo that will now be a prominent addition to its vessels' paint jobs. The company's name change follows an equity ownership change in July 2019. Centerline Logistics will continue to have companies operating in all existing regions and service lines.

In December 2019, RPM (**Remolcadores Portuarios Mexicanos**) a 100% Mexican company, acquired from **Transportación Marítima Mexicana** (TMM) its towing business in the Port of Manzanillo, Mexico. The acquisition of the shares included three tugboats operating in Manzanillo, the human capital and the assets needed to adequately operate the business. Additionally, a new 70 ton bollard pull ASD tugboat was purchased from the Turkish shipyard Med Marine (as reported earlier).



**Groupe Océan** is pleased to announce that it has won several contracts in British Columbia in various sectors of its activities. After more than three years of presence in Alberta, Groupe Océan is now extending its services to the west coast of Canada. In preparation for this first breakthrough in the west of the country, Groupe Océan has acquired two new 28-meter tugs newly built at a site in Damen, Vietnam. These tugs will be added to the existing fleet and will be assisted by another fleet tug, the "*Ocean Stevens*". In total, three state-of-the-art tugs will provide port towing services to Vancouver, particularly following the signing of a service contract with **Cargill Limited** in Canada.

Maritime works and dredging **Ocean Dredging DM Inc.**, a related company of Groupe Océan, won the largest mechanical dredging contract in its history. The work to be carried out will consist mainly of dredging, backfilling of the underwater shore, riprap and compensation of marine habitat, which will include the construction of artificial reefs, for **Coast Tsimshian Northern Contractors Alliance** (CTNCA)

On March 13th 2020 the **Fairplay Towage Group** has been awarded the license to operate harbour tugs in the port Las Palmas / Gran Canary and extended its operational area now into Spanish waters for the first time. Its tugs, all named after landmarks on the Canary Islands, already performed the first assistances in the Port of Las Palmas. The fleet currently consists of four modern tugs under Spanish flag manned by Spanish sailors under a local Spanish contract. The Fairplay Towage Group activities are handled by the Spanish outfit **Odiel Towage S.L.U.** The office located in Las Palmas is also coordinating the local harbour towage operations. Conditions for the surrounding waters at Lanzarote, Tenerife and Fuerteventura are under review.



**SAAM** entered the Colombian towage market, and consolidated its presence in Central America and expanded operations in Mexico. **Sociedad Matriz SAAM S.A.**, through its subsidiary SAAM S.A., signed an agreement with the shareholders of **Intertug Investment Holding S.A.**, a towage services company operating in Colombia, Mexico and Central America, to acquire 70% of the company. Meanwhile - a new management structure and strict cost discipline enabled SAAM, provider of port, logistics and towage services, to close 2019 with positive figures and net income of US\$ 57.8 million, up 16% from last year. Sales totaled US\$ 529.7 million (+3%), while EBITDA was US\$ 177 million (+21%).

Earlier this year in March, **Svitzer** signed a 10-year agreement with **Suez Canal Authority** (SCA) to deliver two 70tbp ASD tugs to provide towage services at the Suez Canal Container Terminal (SCCT), which is operated by **APMT**, in Port Said, Egypt. The first vessel "*Svitzer Port Said 1*" went on hire on 11 November while the second, "*Svitzer Port Said 2*", is expected to arrive in January 2020. The current volume of 10 tug jobs per vessel per day is expected to double with the upcoming jetty extension at Port Said.



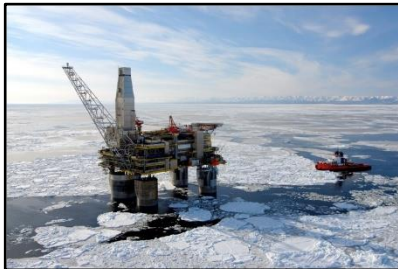
# Marcon International, Inc.

## Tug Boat Market Report – May 2020



Approximately 24<sup>th</sup> May, **Svitzer** has announced a three-year extension of their marine service contract with **GTI Statia** (GTIS), one of the largest independent crude and refined product storage terminals serving the U.S. Gulf Coast and Caribbean markets. The extension that went into effect on 1 March 2020 supports GTI Statia's storage facility with two tugs performing berthing and unberthings for tankers as well as various safety standby services. This contract is in addition to the tug and barge contract that Svitzer holds to support the terminal's operational needs. GTI Statia, located on the island of St. Eustatius, is comprised of 60 commercial tanks with extensive marine infrastructure and a total storage capacity of 14 million barrels that can store various grades of crude and refined petroleum products. Furthermore, the facility safely handles more than 90 million barrels of products per year.

**Svitzer** took an important step towards strengthening its presence in Africa by signing a five-year contract with **Nacala Logistics** in Mozambique for harbour towage, occasional pilot transfer and potential salvage work in the port of Nacala. At the same time, Svitzer also secured a five-year extension of its current contract with **Egyptian LNG** assisting the land-based Idku LNG plant with four tugs, two mooring boats and one pilot boat.



**Svitzer** announced a ten-year extension of their marine service contract with **Sakhalin Energy Investment Company Ltd.**, a consortium set up to develop and manage the Sakhalin-II project, aimed at producing and exporting oil and liquefied gas. Svitzer has been providing towage services to the Sakhalin-II project since 2007. The extension, which comes into effect in November 2022, supports the mooring of more than 1,800 gas carriers with a vessel fleet of four Robert Allen ice-breaking tugs and two mooring boats.

