



# Marcon International, Inc.

## NEWSLETTER

# SUMMER 2020

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### Towing / Pushing Markets Update

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.

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%).

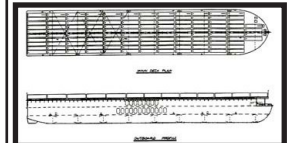
Looking at tugs for sale worldwide, conventional twin screw tugs still prevail with 379 (61.4%) actively available for sale through Marcon. These are followed by 140 azimuthing (22.7%), 68 single-screw (11.0%), 19 Voith Schneider tractors (3.1%) and 11 triple screw (1.8%). As a comparison and demonstrating 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. 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

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### Featured Vessels



**CB05413**  
Crew Boat



**DB58099**  
Deck Barge - Ocean



**RV17136**  
Research Vessel



**TG05046**  
Tug - Twin Screw



**TG40124**  
Tug - Twin Screw

Past Newsletters available in PDF format at [www.marcon.com](http://www.marcon.com)

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For more extensive listings of Vessels and Barges, including photos, surveys, drawings, etc., visit our website at [www.marcon.com](http://www.marcon.com)



## Tugs & Barges



**File: [TG10561](#) Tug - Twin Screw:** 61.0' loa x 25.0' beam x 8.1' depth. Built in 1972 by Vito Steel Boat & Barge; Delta, BC. Rebuilt: 2005. Canada flag. GRT: 120. Transport Canada exp. 2022. FO: 9,560g. Winch: Burrard Single Drum. Wire: 1,200' x 1.25". Main Engines: 2 x CAT 2412D total **1,015BHP**. 2 - FP props. **Shallow draft tug.** Working in Northwest Territories. Owner will sell "as is, where is" or quote with delivery Vancouver, BC. All welded steel construction. **Model bow with push knees forward.** 2 - Swan hand winches on the bow. Last dry-docking in 2018. **Canada West Coast.**



**File: [TG18053](#) / [TG18058](#) Tug - Triple Screw (Two Available):** 92.0' loa x 36.0' beam x 8.5' depth x 3.80' light draft x 5.80' loaded draft. **Built in 2011/2010**, respectively, by Fred Wahl SY; OR. U.S. flag. GRT: 165. ABS Loadline. Special Survey due 04/2021 & 06/2020, respectively. FO: 23,000g. FW: 2,000g. BW: 25,000g. Crane: Palfinger PL12000 MB. Winch: Markey TES-22 Single Drum; 2 - 60T Nabrico Face. Wire: 1,500' x 1.375". Main Engines: 3 x CAT C18 total **1,800BHP**. 3 - FP props. Tier 2 / Acert. **Bollard Pull: 16.5T**. Gensets: 2 - 99kW / CAT C4.4; 1 - 30kW / CAT C2.2. Quarters: 10 bunks / 3 heads. AirCon. **Shallow draft arctic tugs with ABS Ocean Loadline.** Push knees forward. Tunneled stern for propellers. Steel hull, aluminum house. King River Class. Water maker. Tier II M/Es 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. Engine hours Aug 2020: TG18053: Port gen 10,649; Stb gen 12,129; Hotel gen 22,137; Port main 17,596; Center main 17,534; Stb main 17,600. TG18058: Port gen 12,263; Stb gen 13,149; Hotel gen 3,420; Port main 12,850; Center main 12,331; Stb main 12,349. **Tugs exclusively available for sale or charter, separately or en-bloc, through Marcon. U.S. Northwest. US \$3,500,000 / US \$3,200,000**, respectively.



**File: [TG16102](#) Tug - Single Screw:** 97.0' loa x 25.9' beam x 11.3' depth x 13.70' loaded draft. Built in 1958 by Jakobson Shipyard; Oyster Bay, NY. U.S. flag. GRT: 231. FO: 19,500g. FW: 5,200g. Winch: Capstan. Main Engines: 2 x EMD 16-645-E2 total **1,800BHP**. 1 - FP prop. **Bollard Pull: 26.9T**. Speed about 11kn free. Gensets: 1-40kW / GM4-711, 1 - 25kW. Owner is inviting any and all serious cash offers after inspection, for sale out of competition. **KEEN SELLERS. U.S. Northeast.**



**File: [TG18063](#) Tug - Twin Screw:** 64.3' loa x 26.0' beam x 10.0' depth x 10.00' loaded draft. Built in 1981 by Garber Shipyard; Berwick, LA. Rebuilt: 2007. Foreign flag. GRT: 134. SAC. Last DD in Dec 2017. Dwt: 37T. 14m2 clear deck. FO: 12,000g. FW: 20T. Winch: Tow Hook only. Main Engines: 2 x Cummins KTA38 total **1,880BHP**. 2 - bronze FP props. Repowered 2007. **Bollard Pull: 19T**. Speed about 10kn. Firefighting: 150m3/h monitor. AirCon. Galley. Dispersant - 3m3. **Caribbean.**



**File: [TG24147](#) Tug - Twin Screw:** 95.1' loa x 29.5' beam x 13.9' depth x 12.80' loaded draft. Built in 1999 by Jiangdong; Wuhu, China. Venezuela flag. GRT: 250. LR +100A1 Tug, +LMC disc. Jan 2014. Dwt: 177mt. 90m2 clear deck. FO: 47,000g. FW: 31m3. Winch: Towing / AH Winch + 65T tow hook. Line Pull: 30T. Main Engines: 2 x Yanmar M220EN total **2,400BHP**. 2 - FP props. Kort nozzles. **Bollard Pull: 30T**. Speed about 11kn. Gensets: 2 - 77kW / Cummins 6BT5.9-G2M 400vAC 50Hz. Firefighting: 1 - 300m3/hr Water/Foam Mix. Quarters: 8. AirCon. Galley. Oil dispersant spray booms (82lts/min). Offered for sale. **Caribbean.**

Details believed correct, not guaranteed. Offered subject to prior sale or charter.



## Tugs & Barges, Continued



**File: [TG24161](#) Tug - Twin Screw:** 100.0' loa x 27.1' beam x 12.0' depth. Built in 1968 by Main Iron Works, Houma, LA. U.S. flag. GRT: 149. FO: 32,000g. FW: 5,000g. Winch: 2 - Patterson barge winches. Wire: 100' x 1-1/8". Main Engines: 2 x CAT 3512 total **2,400BHP**. 88" x 66" 4-blade stainless props. M/Es rebuilt 2008 starboard and 2010 port. Gensets: 1 - 75kW / GM4-71 (port); 1 - 55kW / GM4-71 (stbd). Quarters: 4 cabins. AirCon. Galley. 24' height of eye. Vertical capstan aft. **U.S. East Coast.**



**File: [TG29031](#) Tug - Single Screw:** 96.0' loa x 32.0' beam x 16.4' depth x 16.40' loaded draft. Built in 1979 by Diamond Mfg Corp; Savannah, GA. U.S. flag. GRT: 172. Ex ABS Loadline. FO: 46,932g. FW: 3,225g. BW: 16,311g. Winch: Elect. Hyd. Capstans fore & aft. Main Engine: 1 x EMD 16-645E7A-L total **3,000BHP**. Last Overhauled: Feb. 2008. 131" x 104" stainless prop on 12.25" shaft. Kort nozzle. Main engine EPA rated Tier 1. **Flanking rudders**. BP astern: 58,300lbs. **Bollard Pull: 41ST**. Speed about 12.5kn est. Pumps: Centrifugal fire & ballast. Gensets: 2 - 99kW Delco / GM8V71 208/110vAC 60Hz 3ph. Firefighting: Fitted. Quarters: 9 berths in 5 cabins. AirCon. Galley. Air draft 44' with hinged mast. Three rows 18" x 18"x25' long rubber bow fenders. Tailshaft overhauled & strut bearings replaced 2006. Gear & clutch overhauled 2000. To be sold with non-compete clause. **KEEN SELLERS. U.S. Southeast.**



**File: [TG30396](#) Tug - Single Screw:** 96.0' loa x 32.0' beam x 16.4' depth. Built in 1979 by Diamond Manufacturing Co. Ltd.; GA. U.S. flag. GRT: 172. FO: 46,932g. FW: 3,225g. Winch: Capstans fore & aft. Main Engine: 1 x EMD 16-645-E7 total **3,000BHP**. 1 - FP prop. Kort nozzle. **Flanking Rudders**. To be sold with non-compete clause. **KEEN SELLERS. U.S. Southeast.**



**File: [TG30096](#) Tug - Twin Screw:** 88.6' loa x 29.8' beam x 11.8' depth x 10.50' loaded draft. **Built in 2012** by Damen Shipyards Kozle; Hardinxveld, NL. Marshall Islands flag. GRT: 167. ABS A1, AMS, ACCU. Special survey due Mar 2025. Dwt: 200mt. Light Disp.: 312mt. FO: 125m3. FW: 30m3. Crane: Heila 5.3mt @ 18.03m. Winch: Double-drum R-AHW-H-1000. Line Pull: 100mt. Wire: 650m x 40mm, 400m x 40mm. Main Engines: 2 x CAT 3512C total **3,000BHP**. 2 - FP props. Kort nozzles. Approx. 8,950 hours on M/Es. Bowthruster 200HP. **Bollard Pull: 39.4mt**. Speed about 11.9kn. Gensets: 2 - CAT C4.4TA / 85.5kVA 50Hz 3ph. 7 in 5 cabins. AirCon. Galley. **Damen Shoalbuster 2709 anchor-handling tug.** Double-drum waterfall towing and anchor-handling winch. 120mt holding power. 8mt Brevini tugger winch. Twin screw with bow thruster, so highly maneuverable. CAT C-09TA 361 HP auxiliary engine with hydraulic pump for bow thruster and towing winch. Recently drydocked and class renewed with switch to ABS (formerly BV) and available for prompt sale. Tug has arrived on the US East Coast via heavy-lift as of May 2020 and is available for prompt sale. **U.S. East Coast.**



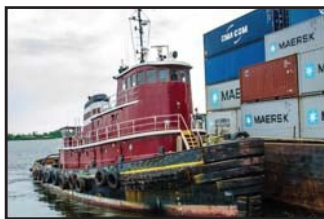
**File: [TG30239](#) Tug - Single Screw:** 109.0' loa x 28.8' beam x 16.3' depth x 11.00' light draft x 16.00' loaded draft. Built in 1965 by Marinette, WI. U.S. flag. GRT: 142. FO: 47,000g. FW: 2,500g. Crane: 1 - 8T with 50' maximum reach. Winch: Almon Johnson / Single Drum. Line Pull: 166,000lbs. Wire: 2,600' x 2". Main Engine: 1 x EMD 12-710G7B total **3,000BHP**. 1 - 144" x 96" 4-blade FP prop. 36" Wesmar Bowthruster with counter rotating props. New ME turbo in 2018. Bowthruster 400HP. **Bollard Pull: 80,000lb**. Gensets: 2 - 65kW / John Deere, 1-20kW / Northern Lights. Firefighting: 2,000gpm AFFF Foam Monitor. Galley. ITC - 242G / 96N. Line throwing gun, Orville hook. New Tier II gensets installed. Aluminum hydraulic fold down mast. Hydraulic Bowthruster is powered by Cummins 400HP diesel. Under 150GRT and can sail with a 4-person crew. Reportedly in excellent overall condition with extensive upgrades over the past several years. Keen Seller and inviting offers. Will consider trading for a smaller twin screw inland push boat / tug style. **U.S. West Coast.**



## Tugs & Barges, Continued



**File: [TG36193](#) Tug - Twin Screw:** 110.0' loa x 30.2' beam x 14.3' depth x 11.30' light draft x 13.00' loaded draft. Built in 1968 by Main Iron Works; LA. U.S. flag. GRT: 195. ABS +A1 Towing, +AMS, Unrestricted. Special & Docking Surveys due Sep 2017. FO: 36,500g. FW: 5,000g. BW: 2 tanks. Winch: Markey single drum. Wire: 2,000' 2". Main Engines: 2 x EMD 16-645CE total **3,600BHP**. 2 - cast steel FP props. P/S Tailshaft Surveys due Dec 2017. Bollard Pull Test done Mar 2010. **Bollard Pull: 34T**. Speed about 13kn free. Gensets: 2 - 60kW. Quarters: 11 crew. Small upper pilothouse. Texas bar aft. ITC Tonnage: 290G / 87N. Sold with non-compete clause. Inviting best offers. **U.S. Northeast.**



**File: [TG39007](#) Tug - Twin Screw:** 123.0' loa x 34.0' beam x 14.0' depth x 13.00' light draft x 16.50' loaded draft. Built in 1977 by Main Iron Works; Houma, LA. U.S. flag. GRT: 173. ABS + A1 Towing Service. +AMS, Unrestricted. Docking, Special & Loadline Surveys over due 31 May 2016. FO: 117,380g. FW: 1,788g. Winch: HBL DDS-201D-1 Double Drum & 30HP capstan. Wire: 2,200' x 2". Main Engines: 2 x EMD 16-645E6 total **3,900BHP**. 114" x 112" FP props on 9.5" shafts. P/S Tailshaft Surveys overdue 27 Oct 2016. Bollard Pull: 51.58st. Speed about 12kn. Genset(s): 2 - 75kW Delco / GM6-71 AC. 10 crew in 5 cabins. Standard sheer bow. ITC Tonnage: 440G / 132N. To be sold with non-compete clause. KEEN SELLERS. Inviting best offers. **U.S. East Coast.**



**File: [TG41124](#) Tug - Twin Screw:** 121.0' loa x 34.1' beam x 13.6' depth x 7.80' light draft x 16.20' loaded draft. Built in 1971 by Halter Marine; LA. U.S. flag. GRT: 188. ABS Loadline exp. July 2018. Dwt: 499lt. FO: 134,500g. FW: 23,300g. BW: 2 tanks. Winch: Skagit Double Drum / SBS. Line Pull: 150ST. Wire: 2,100' 2.25"/2,000' 2". Stern Roller. Main Engines: 2 x Alco 12-251C total **4,100BHP**. 2 - 132" x 95" 4-blade props on Stainless steel shafts. **Bollard Pull: 50.5T**. Speed about 11kn free on 162g/28 days. Gensets: 2 - 100kW/GM 6V71. 12 in 7 cabins. Smatco towing pins & Texas bar. Fitted with bilge keels. ITC Tonnage 456G / 136N. Sold with non-compete clause. KEEN SELLERS. **U.S. East Coast.**



**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 Noly J. Theriot; LA. Rebuilt: 2007. U.S. flag. GRT: 180. ABS International Loadline Exp. June 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: 2,600' x 2.25". Main Engines: 2 x EMD 16-645E total **3,900BHP**. 2 - FP 96" x 109" 4-blade SS props on 11" shafts. Kort nozzles. Repowered 91. 8/07 Tier I compliant (via add-on kit)/CM3500, 35" clutches. **Bollard Pull: 66ST**. Speed about 12kn. Gensets: 2 - 85kW / John Deere 480vAC 60Hz. Quarters: 3-1, 1-2 pax cabin. AirCon. 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 Sept 2017, plus full 5 yr. ABS Loadline renewal (blast, paint, etc.). Owners will consider sale, or long term Bareboat Charter. **U.S. West Coast. Prompt.**



**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; LA. U.S. flag. GRT: 199. ABS +A1 Towing Exp. 30 Dec. 2021. DD overdue Nov. 2019. In lay up with ABS. Light Disp.: 583lt. FO: 155,000g. FW: 15,000g. Winch: Markey double TDSDW 36C. Wire: 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 props. **Bollard Pull: 75ST**. Speed about 16kn free. Pumps: Fuel, fire & bilge. Gensets: 2 - 105kW / CAT3304. 10 crew in 5 cabins. Triple rudders. Hydraulic tow pins. Laid up. Inviting all serious cash offers, out of competition. **U.S. Northwest.**



**File: [TG72147](#) Tug - Twin Screw:** 149.5' loa x 40.0' beam x 13.9' depth x 17.50' light draft x 20.25' loaded draft. Built in 1976 by Equitable Eq. Co.; LA. U.S. flag. GRT: 174. ABS Loadline. FO: 199,727g. FW: 7,590g. Winch: Intercon DD250 double drum. Wire: 3,000'x2.25"/3,500'x2.5". Main Engines: 2 x EMD 20-645E5 total **7,200BHP**. 4-blade stainless props. Kort nozzles. **Bollard pull 120T/65T** ahead/stern. High foc'stle bow. **Central America.**

Details believed correct, not guaranteed. Offered subject to prior sale or charter.



## Tugs & Barges, Continued



**File: [TG57009](#) Tug - Twin Screw:** 136.2' loa x 36.5' beam x 17.00' loaded draft. Built in 1978 by McDermott SY; LA. U.S. flag. GRT: 199. ABS +A1, Towing Unrestricted Service, +AMS. Exp. Mar 2024. Next DD due Mar 2022. FO: 218,000g. FW: 15,800g. Winch: Markey TDS-36 double drum. Wire: 2,200'x2.25" / 2,800' x 2.125". Main Engines: 2 x EMD 16-645E7A total **5,750BHP**. 120"x80-90" 5-blade props. Tier 2 MEs. Speed about 15kn free. Gensets: 2-99kW/John Deere 4.5L 2841F Tier 2 120/208vAC 3ph 60Hz. Quarters: 8. Triple rudders. M/Es have an MDEC electronic upgrade to Tier 2. New gensets recently installed with fairly low hours (9,458hrs/fwd & 1,819hrs/aft). Vessel is in very good overall condition and ready to go. Tug recently dry-docked with all 5 yr. ABS dry-docking updates, necessary steel work and Subch "M" approval ready. ITC - 563G / 168N. SOLAS Exempt.

**File: [DB40092](#) Deck Barge - Ocean:** 400.0' loa x 99.6' beam x 24.0' depth x 19.30' loaded draft. Built in 1981 by Bethlehem Steel Corp.; CA. **Rebuilt: 2020**. U.S. flag. GRT/NRT: 8,133. ABS +A1 Ocean Deck Barge Service - fresh 5-year Class issued May 2020. **Dwt: 17,586st**. Lt Displ: 2,930lt. Deck Load: 1,800lbs/ft<sup>2</sup>. Rakes: Double. Single skin tank barge, previously set up as dedicated spill response. Recently, converted to ABS Ocean Deck Service with fresh ABS Certificates issued in May 2020. Small notch aft. ITC - 7132 G / 6574 N. Owner interested in outright sale or long-term charter. Will consider charters with TG57009.

**U.S. Northwest. Prompt.**



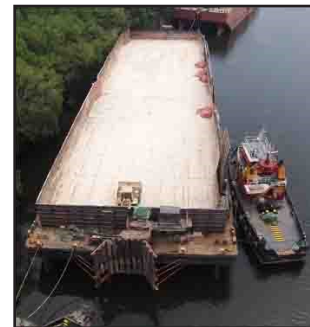
**File: [TG72162](#) Tug - Twin Screw:** 148.0' loa x 45.2' beam x 27.4' depth x 22.00' loaded draft. Built in 1973 by Yarrows Ltd.; BC. Panama flag. GRT: 1,348. ABS +A1 Tow Service +AMS +ACCU Unrestricted. S/S & D/D due Dec 2021. FO: 238,000g. FW: 25,000g. Winch: 2-Steinhamm. Wire: 1,600'x2.5". Main Engines: 2 x EMD 20-645E5B total **7,200BHP**. Cast steel FP props. **Bollard Pull: 97.07mt**. Speed about 11kn max. Gensets: 2-225kW GM16V-71. 12 berths. Raised foc'stle bow & fitted with upper pilothouse. 2 main rudders, **2 flanking rudders**. Bow and stern capstans. Working. 2016 Survey available on request. **Caribbean. Prompt.**



**File: [DB15059](#) Deck Barge - Ocean:** 150.0' loa x 144.0' lbp x 50.0' beam x 8.0' depth. Built in 2000 by Orange Shipbuilding; Orange, TX. U.S. flag. GRT/NRT: 124. ABS A1 Barge. ABS loadline. USCG COI exp. Mar 2024. FO: 20,000g. **Deck barge with synthetic wear deck and 20ft. ramp forward.** ITC 416 Gross. 20,000gal internal holding tank for fuel. Available for charter, subject prior commitment. **U.S. Northwest.**



**File: [DB26088](#) Deck Barge - Ocean:** 260.8' loa x 250.3' lbp x 81.3' beam x 16.4' depth x 2.30' light draft x 12.90' loaded draft. Built in 2002 by Maritim Ltd. Sp. z.o.o., Gdansk, Poland. Poland flag. GRT: 2,682. NRT: 804. Polish Ship Register Class K Pontoon I exp. Jan. 2022. **Dwt: 6,500T. Deck Load: 12MT/m<sup>2</sup>**. Rakes: Single fwd. Bulkheads: 3 long'l / 7 trans. Formerly DNV Class +1A1 R2 Barge for Deck Cargo. Flat deck pontoon. Square stern. Point loads on web frames of 30mt / m<sup>2</sup>. Reportedly in good overall condition. **Europe.**



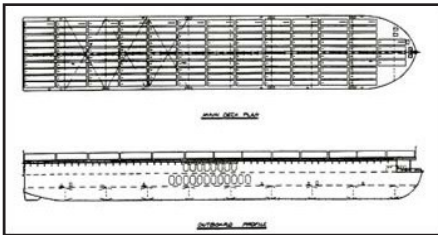
**File: [DB30028](#) Deck Barge - Ocean:** 300.0' loa x 288.2' lbp x 80.0' beam x 18.0' depth x 15.40' loaded draft. B by Nanjing Wujiang; China. Panama flag. GRT: 3,105. NRT: 931. Ex RINA exp. Sept. 2015. Last DD 2018. **Dwt: 7,000mt**. 1,782m<sup>2</sup> (81x22m) clear deck. **Deck Load: 10MT/m<sup>2</sup>**. 3m bin walls. Max displ 9,592MT. Lateral ramp. Internals - Not coated. Last dry-docking in February 2018 with about 1.5T of steel plate renewal, paint job and new anodes. **South America West Coast. By arrangement.**



## Tugs & Barges, Continued



**File: [DB30291](#) Deck Barge - Ocean:** 302.9' loa x 289.7' lbp x 90.0' beam x 22.0' depth x 4.60' light draft x 17.50' loaded draft. Built in 1976 by Seatrain Shipbuilding; NY. Rebuilt: 2009. U.S. flag. GRT: 4,474. NRT: 1,342. ABS + A1, Barge, Unrestricted Service. 5 yr. Special Survey and DD with fresh certs issued June 2020. Dwt: 10,435lt. Lt Displ: 1,796lt. **Deck Load: 3,500lb/ft2.** Rake(s): Double. Bulkheads: 3 long / 4 trans. Watertight Compartments: 18. 2 hyd deployed bow anchors. Genset: 1 - 75kW 440vAC. Towing skegs aft. 1/2" side shell & bottom plate. **Recently underwent extensive steel renewals for 5 yr. ABS Loadline renewal (Q2 2020) with over US \$1m spent.** Periodically available for employment along with tug, but Owner is interested in an outright sale. **U.S. Gulf Coast. Prompt.**



**File: [DB58099](#) Deck Barge - Ocean:** 580.0' loa x 105.0' beam x 20.0' depth x 4.80' light draft x 11.70' loaded draft. Built in 1978 by FMC Corp.; OR. U.S. flag. GRT/NRT: 7,856. ABS International Loadline Certificate exp Oct 2017. USCG COI exp Jun 2022. **Dwt: 10,523st.** Lt Displ: 6,062lt. Rakes: Double. **Triple deck Ro/Ro barge. 396 trailers. 180 cars. Designed for operation in roll-on / roll-off trailer traffic in the U.S. / Caribs trade.** Lightship displacement to be confirmed by independent surveyor agreed to by Seller and winning Buyer. Barge to be reflagged foreign, repurposed to non-cargo use or reclaimed at qualified recycling facility IAW Hong Kong Convention and the Guidelines for Safe & Environmentally Ship Sound Recycling. **U.S. Southeast.**



**File: [DD08003](#) Drydock:** 185.0' loa x 58.0' beam x 7.0' depth. Built in 1985 by Larose S/Y. Foreign flag. Rake: Bow only. Ex A&B Industries DD. Drydocked in 2018/2019 including new 24HP submersible saltwater pumps, installed in June 2020. 50ft distance between wingwalls. **Max lifting capacity 1,500T.** 300T curb weight. **Central America.**



**File: [DK14100](#) Crane Barge - Inland:** 140.0' loa x 40.0' beam x 10.0' depth x 4.00' loaded draft by Attalia, WA. Rebuilt: 1979. U.S. flag. GRT/NRT: 893. Last DD May 1998. Lt Displ: 550T. FO: 2,000g. 2 - 4,000lb. anchors. Crane: 88B Bucyrus-Erie with 100' boom / CAT 3306 main drive. Genset: 1 - 30kW. **KEEN SELLER - REDUCED PRICE. 1940s built river grain barge converted to derrick barge with 88B Bucyrus-Erie crane, pedestal mounted with strengthening below deck.** Crane in good condition. 2 - 24" x 60' (long) spuds. Spud winch. Three drum deck winch. Owners invested US \$200,000 in recent years. Working in 2018. Will entertain reasonable offers. **U.S. West Coast.**



**File: [MB21082](#) Hover Barge:** 210.0' loa x 82.7' beam x 5.6' depth. Built in 2009 by Sundial Marine Construction & Repair. U.S. flag. Class: None. **Deck Cargo: 450T on 9,000ft2 clear deck.** Bulkheads: 4 long'l / 4 transv. FO: 8,000g. Pumps: Fuel transfer system. 2-1,120lb. plow type in chutes anchors. Windlass: 2-JK Fab. hyd. single drum. Crane: 2 - Grove M977 hyd. Knuckleboom. Winch: 4 - 30T Lantec 540 single drum hyd. Deck with 1.25" wire. Gensets: 1 - 150kW CAT D150-8 / CAT2682 208/120vAC 60Hz 3Ph. **World's largest hover barge designed & engineered by BMT Nigel Gee, U.K. and Hovertrans, Ltd.** Towed by vessel, tractor or other method. **Can haul up to 450 tonnes containerized or odd dimension project cargoes & modules on a 55.2m x 16.2m heavy deck over shallow water, ice, slush, swamps, wetlands, tundra and other environmentally challenging & sensitive terrains** where conventional vehicles & barges are unable to work. Hovers abt. 5' off the surface with minimal footprint. Loaded displacement abt. 1,100T. Hull built of DH-36 low temperature (-20 deg. F) steel. Epoxy coated exterior deck & side shell. Designed operating temperature +40 deg. C to - 20 deg. C. 16' x 10' midships moon pool for coring & drilling ops. 10mt/m2 bow ramp plus two side ramps with Braden hydraulic side winches for Ro/Ro ops. Four 1,051HP CAT3412 engines drive Woodcock & Wilson lift fans abt. 5.5' in diameter in custom built, sound attenuated aluminum engine/fan houses with CO2 fire suppression systems. Two 3,000psi @ 45gpm hydraulic power packs with CAT3126 engines. Cranes refurbished by Leavesley International. Barge RF wireless radio remote control system with four belly pack and local station. 4 controllers included. 8 deck lights. 4 Panama chocks & 5 bollards aft for making up to push tug. Spare rubber skirting. Launched early 2014. Commissioned, passed hover lift test and christened April 2017. Fully operational. **Exclusively in our hands.** Owner may consider sale, but prefers charter. **U.S. Northwest. Prompt.**

Details believed correct, not guaranteed. Offered subject to prior sale or charter.



## Tugs & Barges, Continued



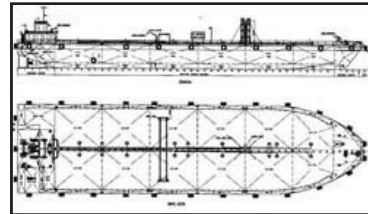
**File: MB44999 Lay Barge - Ocean:** 449.4' loa x 123.0' beam x 29.5' depth x 8.20' light draft x 21.30' loaded draft. **Built in 2012** by Grade One Marine Engineering Sdn Bhd. Malaysia flag. GRT: 19,760. NRT: 5,920. ABS A1 Accommodations Barge, CRC PGBOOM, MODU Compliance. SOLAS. **2,500m2 clear deck. Deck Load: 12.5T/m2 & 20T/m2.** FO: 4,798m3. FW: 2,000m3. BW: 5,000m3. 8-10mt Delta Flipper+5T storm anchor(s). Crane: 280T Favelle Favco PC300 56m radius; 32T aux. hook radius 58.8m. Winch: 8-single drum 100MT el/hyd with 1,500m x 52mm wire. Gensets: 4-1,500kW main & 1-500kW emerg. 300 berths in 149 cabins. **Accommodation, pipelay barge.** Pipelay capacity: 6" max to 60" coated pipe. 2-70MT tensioners. 1-182mt A&R winch. 6-50MT side davits. Rigid type stinger with 42m long 1st & 19m 2nd sections. Beveling & line-up stations. 4-welding stations. 2 NDT & repair stations. 2-field joint coating stations. 2-500A Miller & 13-500A Lincoln welding machines. 2-875cfm @ 10bar air compressors with 2-3,000L air receivers. Sewage treatment for 300 persons. 2-70mt/d RO watermakers. ABS Approved UK CAA Cap 437 helideck. Automatic fire & smoke detection and sprinkler systems. Full comm / nav aids. **Southeast Asia.**



**File: TB16267 Double Hull Tank Barge - Coastal:** 264.0' loa x 52.5' beam x 12.5' depth x 3.00' light draft x 10.00' loaded draft. Built in 1962 by Port Houston Ironwk.; Houston, TX. **Rebuilt: 2020.** U.S. flag. GRT/NRT: 1,702. USCG COI / Renewed Loadline Cert. Rakes: Double. Bulkheads: 10. Watertight Compartments: 12. 6 holds. **Capacity: 16,826bbl.** Tanks: 5. FO: 1,000g. 1 - 750lb anchor. Windlass: 1 - Beebe. Crane: 1 - 8T Hydraulic Boom Crane. Winch: 1 - Beebe. Genset: 1 - 99kW 480v 3Ph. **Double skin vessel re-fueling/bunkering barge. Mostly fresh water operations. Fully coiled.** Fully ready to work. USCG Subchapter "D" and "E". Steel Type III. **Ice strengthened.** Barge was extensively re-fit for bunkering operations in 2012 - new coils, cargo heater (6MMBTU), pumps, meters, genset, hydraulic hose handling boom crane, tanker man control room, fore and aft hose reals. 2 - segregated products pumping and metering systems. 2 - Blackmer 8" 50HP electric motors w/VFD 1,200gpm meters. 2 - 1,200gpm bag filter vessels, water in fuel detection system, discharge hose dia. 2, 4, 6, 8 inch. On-board fuel blending. **Barge rebuilt in 2020. New internals for a completely new bottom, bow and 40" lower side wall replacement and towing skegs.** New 5, 10, 25 year certificates issued late 2020. Owner will consider a sale or a charter. **U.S. Gulf Coast.**



**File: TB20021 Double Hull Tank Barge - Ocean:** 214.5' loa x 54.0' beam x 12.0' depth. Built in 2000 by Bollinger Shipyard; Amelia, LA. U.S. flag. GRT/NRT: 1,167. ABS Ocean Loadline exp Aug 2020. USCG COI June 2020. Rake: Single. **Capacity: 20,000bbl.** Tanks: 10. Pumps: 1-Goulds Deepwell / GM8V-71 powered HFO; 1-MGO / GM-71 powered. 1-stockless anchors. Wire/Chain: 500'. Wire/Chain Dia.: 1.25". Windlass: Hydraulic. Crane: Cargo hose boom / hydraulic power. Genset: 1-55kW John Deere. **Double Hull Ocean tank barge. 2 system barge. Grade D or Lower, with flashpoint not greater than 140F. Barge typically carries 10,000BBL of MGO and 8,000BBL of IFO.** Bergen Model 41201 stick gauges on each cargo tank. **Caribbean.**



**File: TB39003 Double Hull Tank Barge-Ocean:** 280.0' loa x 72.0' beam x 20.0' depth x 14.76' loaded draft. **Built in 2013** by Anhui Hezhou Hongyun SY; China. Tuvalu flag. GRT: 2,837. NRT: 1,673. BV I +Hull +Mach, Oil Barge, Unrestricted Navigation. Dwt: 5,963mt. Lt Displ: 1,405mt. Rakes: Double. Bulkheads: 1 long'l / 6 transv. **Capacity: 39,000bbl.** Tanks: 12. FO: 21.6m3. FW: 36.0m3. Pumps: 2-400m3/h 2LB2-400-J screw cargo; 1-22m3/h gen. service, 1- 30m3/h fire. 1,140kg stockless anchor. Gensets: 2 -30kW 50Hz AC. **IMO II, unmanned oil barge delivered in 2013, but never used and in "like new" condition. Total abt. 5,904m3 cargo @ 98% in 12 tanks. Designed to carry base oil and finished oil with flashpoint <60 deg C. Southeast Asia.**



**File: TB80007 Double Hull Tank Barge-Ocean:** 336.0' loa x 74.0' beam x 25.0' depth. Built in 2008 by Bollinger Shipyards, Inc.; LA. U.S. flag. GRT/NRT: 4,228. ABS +A1, Oil or Chemical Tank Barge, Unrestricted exp Oct 2023. Dwt: 11,794mt. Rakes: Ship bow. Bulkheads: 6 transv. **Capacity: 80,000bbl.** Tanks: 10. Pumps: 2-BJ 12LS 16 GH 3-stage / DD Series 60. BW: 2-BJ LS 16GH 1 stage. 6,000lb stockless anchor. Windlass. Crane: 2-1.1T Techcrane F10-50 hose. Winch: 2 aft mooring, 2 fender hoist, 2 stern capstans. **Double hull barge for ATB operation. Notched stern with JAK 400K coupler.** Cargo gauging overflow protection. Stewart & Stevenson hydraulic drive & pump system. Vapor Recovery system. Yokohama fender slides port fore & aft. Drydocked, painted & all certs freshly renewed late 2018. **U.S. Gulf Coast.**

Details believed correct, not guaranteed. Offered subject to prior sale or charter.



## Tugs & Barges, Continued

Owners have reduced their price to US \$1 net per barge. To be sold individually or en bloc. All units lying Pearl Harbor, Oahu. Sale must be concluded by 31 August and unit(s) removed by 30 September 2020.



**File: DB10570 Deck Barge - Inland:** 105.0' loa x 70.0' beam x 12.0' depth. Built in 1943 by Anthony M. Meyerstein, Inc.; NY. U.S. flag. GRT/NRT: 790. Rakes: Double short. Bulkheads:

5 transv / 3 long'l. Watertight Compartments: 21. Former floating crane barge. Two spud wells. Twin towing skegs aft. **Crawler crane not included.**

**File: DB10626 Deck Barge - Inland:** 106.0' loa x 26.0' beam x 8.3' depth x 2.40' light draft. U.S. flag. GRT: 182. Rakes: Double. Bulkheads: 8 transv. Flat deck cargo / work barge with fixed skegs aft. Slightly raised bow rake. 2' double bottom in mid-body compartments.



**File: DB11039 Deck Barge - Inland:** 110.0' loa x 34.0' beam x 11.0' depth x 8.00' load draft. Built in 1944 by Pointer-Williamette Co. U.S. flag. GRT/NRT: 355. Lt Displ: 160T. Rakes: Double. Bulkheads: 5

transv. Watertight Compartments: 6. Ex-U.S. Navy flat deck cargo / work barge.

**File: DB12023 Deck Barge - Inland:** 120.2' loa x 30.1' beam x 7.0' depth x 2.00' light draft x 4.50' loaded draft. Built in 1981 by Southern Barge Inc. U.S. flag. GRT/NRT: 202. **Deck Cargo: 500T.** Rakes: Double. Flat deck cargo / work barge.



**File: DB19054 Deck Barge - Inland:** 190.0' loa x 54.1' beam x 12.0' depth x 3.00' light draft x 9.00' load draft. Built in 1975 by Port Houston SY. U.S. flag. GRT/

NRT: 1,092. **Dwt: 2,000T.** Fitted with bin wall & three spud wells.

Owners also have this small tug available in the same location:

**File: TG05046 Tug - Twin Screw:** 45.7' loa x 15.4' beam x 5.9' depth x 6.50' loaded draft. Built in 1969. U.S. flag. GRT: 28. FO: 2,500g. FW: 100g. Main Engines: 2 x GM 8V71 total **500BHP.** 2 - 50" x 36" props. Speed about 9.5kn max. 1 berth. Towing vessel. **Price US \$165,000 net.**



## Offshore Support



Available for sale individually or en bloc. Caribbean.

**File: CB05413 Crew Boat:** 54.5' loa x 14.7' beam x 7.5' depth x 2.90' loaded draft. Built in 2010 by CPN SRL Ancona, Italy. Panama flag. GRT: 28. RINA C+ Light Ship Special Service, Special Navigation. Exp Dec 2020. FO: 2,200LT. FW: 600LT. Main Engines: 2 x CAT C18 total 1,350BHP. Hamilton HJ 364 props. Low hours. **Speed about 28-30kn.** Genset: 13.5kW CAT C1.5 24vAC. Quarters: 2. **Passengers: 28 persons.** Aluminum. Dry stacked.

**File: CB05414 Crew Boat:** 54.5' loa x 14.7' beam x 7.5' depth x 2.90' loaded draft. Built in 2010 by CPN SRL Ancona, Italy. Panama flag. GRT: 28. Class: RINA C+ Light Ship Work Boat - S. FO: 2,200LT. FW: 600LT. Main Engines: 2 x CAT C18 total 1,350BHP. Hamilton HJ 364 props. Low hours. **Speed about 28kn.** Genset: 13.5kW CAT C1.5; 24vAC. Quarters: 2. **Passengers: 16 persons.** Aluminum. Pilot Platform. Currently doing call off work in piloting and ship assistance.



**File: CB06505 Crew Boat:** 64.0' loa x 16.0' beam x 7.2' depth. **Built in 2018** by U.S. shipyard. U.S. flag. GRT: 50. USCG COI 51 total persons, 20 miles from coast exp. Nov 2023. Built to ABS Class specifications. Light Disp.: 68,000lb. Main Engines: 2 x Cummins QSK-19 Tier III total 2,100BHP. 2-36" x 48" FP props on 4" stainless shafts. **Speed about 30kn.** Genset: 20kW / Northern Lights. AirCon. Galley. Passengers: 49 persons. All aluminum crew boat. **Total 51 persons max., or 32 max. with 16,000lbs. cargo max deck cargo capacity.** Raised bulwarks aft. Bench type seating. Aft control station. **Newbuilding Re-Sale.** Truckable within USA. Prompt inspection and delivery. **U.S. East Coast.**



**File: CB06532 Crew Boat:** 65.0' loa x 17.2' beam x 8.9' depth x 4.50' loaded draft. Built in 1966 by Halter Marine; LA. U.S. flag. GRT: 56. USCG COI exp May 2021. FO: 950g. FW: 80g. Main Engines: 2 x Cummins N-14M total 880BHP. 2 - 32" x 32" FP props on 3" shafts. Tier 1. **Speed about 16kn max.** Genset: 1 - 20kW / Northern Lights. **Passengers: 48. Steel hulled crew boat / water taxi.** Reportedly in very good condition. **U.S. West Coast.**





## Offshore Support, Continued



**File: CB09028 Crew Boat:** 90.0' loa x 24.0' beam x 4.00' loaded draft. Built in 1973 by Jeanerette LA. U.S. flag. GRT: 90. USCG COI exp. Oct 2022. Light Disp.: 49lt. Main Engines: 3 x GM 60 Series Tier II total 1,530BHP. **Speed about 18kn** on 45gph. Gensets: 2 - 20kW Tier 3. **U.S. West Coast.**



**File: CB09621 Crew Boat:** 100.0' loa x 21.5' beam x 6.5' depth x 5.00' loaded draft. Built in 1978 by Camcraft; USA. U.S. flag. GRT: 99. USCG COI. Deck Cargo: 25LT on 40' x 18' clear deck. FO: 2,500g. FW: 400g. Main Engines: 3 x GM Series 60 Tier II total 1,800BHP. 3 - FP props. New M/Es installed around 2005. **Speed about 17kn** on 45gph. Gensets: 2 - 30kW Tier III. Quarters: 3-5 crew. Galley. **Passengers: 60. Original crewboat converted to research vessel & reconverted back to crewboat.** Aluminum. Sold to current owner by Marcon. **U.S. West Coast.**



**File: CB10022 Crew Boat:** 100.0' loa x 21.5' beam x 6.7' depth x 5.00' loaded draft. Built in 1979 by Camcraft Inc. U.S. flag. GRT: 97. USCG COI exp. Jul 2022. Deck Cargo: 25LT on 40' x 18' clear deck. Main Engines: 3 x DD 60 Series Tier 2 total 1,800BHP. 3 - FP props. Engine Hours = PME - 10,275; CME - 10,290; SME - 10,314 hrs. **Speed about 17kn** on 45gph. Gensets: 2 - 30kW / DD 371 / Tier III. Quarters: 3-5 crew. AirCon. **Passengers: 60.** Aluminum crew boat. **Last drydocked in July 2020.** U.S. West Coast.



**File: GS13593 Deck Ship:** 518.4' loa x 92.5' beam x 29.5' depth x 19.03' loaded draft. Built in 2011 by CCCC BOMESC Marine; Tanjin, China. Singapore flag. GRT: 10,835. ABS +A1, E, OSV / Deck Cargo Carrier, +AMS, +ACCU, +DPS-2. Docking due May 2019. SS due Jul 2021. **Dwt: 12,940mt. 4,200m2 clear deck.** FO: 4,112m3. FW: 800m3. DW: 3,500m3. BW: 14,000m3. Crane: 1 - 0.98T @ 7m stores. Main Engines: 4 x Cummins QSK60-M total **9,924BHP.** Range: 21,000nm. FO Purifier: 2 - 1,000L/hr. Bowthruster 2 - 1,120kW. Speed about 11-12.5kn. Pumps: BW: 4 - 500m3/hr. DW - 200m3/3hr. FO: 1 - 200m3/hr. FW: 100m3/hr. Gensets: 4 - 1,825kW, 2 - 820kW, 1 - 150kW 690vAC. Fire-fighting: IAW class & statutory requirements. 20 in 20 cabins. **Highly specialized, DP-2 offshore deck cargo vessel for project cargoes. Bulbous bow. 864 TEU capacity on deck.** Cargo deck point loads 250 - 300T Efficient diesel electric propulsion for fuel efficiency & maneuverability. Four 1,825kW 690vAC connected to two 2,500kW electric motors driving twin azimuthing drives total 7,300kW power. Kongsberg K Pos positioning. 1 - 10mt/d water maker. Ballast water capacity includes drill water. Communications IAW SOLAS. 1 - 20 person lifeboat. 2 - 20 person inflatable life rafts. Suez Tonnage: 11,060.26G / 8,410.54N. **Southeast Asia.**



**File: LC13433 Landing Craft:** 134.0' loa x 32.0' beam x 8.1' depth x 3.00' light draft x 7.34' loaded draft. Built in 1978 by Lantana Boatyard; FL. **Rebuilt: 2014.** U.S. flag. GRT: 193. ABS Loadline. USCG Inspected (Freight / Oil Spill recovery). Dwt: 500mt. **Deck Cargo: 300T on 72' x 31' clear deck.** FO: 31,000g. FW: 6,000g. Crane: Hydraulic port forward. Winch: Single drum Markey/GM4-53. Line Pull: 25T. Wire: 1.25". Main Engines: 2 x CAT C18 total 1,200BHP. 2 - FP props. Re-powered in 2014 with Tier 2. Speed about 10-13kn. Pumps: FO: 2 - 25HP hydraulic. Gensets: 2 - 99kW / John Deere (new 2014). Foam firefighting system. 9 in 3 cabins. Bow ramp 15' wide. Dual ballast/liquid cargo pump systems. 60gph watermaker. Moonpool. 440BBL recovered oil tanks / capacity (max). All fuel tanks are double skin. New props / shafts, re-power and extensive rebuild in 2014. Can power 4 - 40ft reefer units. Bow shaped. Good sea-keeping vessel. Several USCG approved accommodation modules, both onboard and ashore are available as optional extras. Worked for Oil Major for +7 years. All machinery less than 5 years with minimum hours. Most of hull & internals upgraded. In good condition. USCG COI and ABS Loadline renewed May 2019. **U.S. Northwest.**

Details believed correct, not guaranteed. Offered subject to prior sale or charter.



## Offshore Support, Continued



**File: RV17136 Research Vessel:** 171.0' loa x 36.7' beam x 17.5' depth x 12.50' loaded draft. Built in 1965 by Christy Corp.; Sturgeon Bay, WI. U.S. flag. GRT: 873. ABS +A1, +AMS exp. May 2022. USCG COI exp. Jan 2024. Light Disp.: 933lt. 1,670ft<sup>2</sup> clear deck. FO: 50,000g. FW: 8,000g. BW: 31T. Crane: Alaska CCT 630P 11,838lb. Stern A Frame 11,750lb. Winch: CTD Markey DESH5. Main Engines: 2 x Superior 40-M-6 total 1,068BHP. 2 - CP 68" dia. 3-blade props. Range: 7,500nm. Endurance: 30 days. Bowthruster 200HP. Speed about 10-12kn. Gensets: 2 - 200W / GM diesel powered Delco 450v 60Hz 3ph AC. Quarters: 5-1, 14-2 bunk cabins. AirCon. Passengers: 23-25. **Ex-NOAA purpose built research vessel.** 2 hydrographic / multipurpose winches (Marco Model W1920 and Marco W1816). Six lab spaces, total 1,058ft<sup>2</sup>. Wet Lab/Dry Lab space. Reportedly in very good condition and an excellent candidate for an expedition yacht. **U.S. Northwest.**



**File: SU15027 Supply Boat:** 150.0' loa x 36.0' beam x 12.0' depth x 7.00' light draft. Built in 2001 by Bollinger Shipyards, USA. U.S. flag. GRT: 86. ABS Loadline exp. Mar. 2021; USCG COI exp. Feb. 2021. **Deck Cargo: 330LT on 90' x 30' clear deck.** FO: 31,500g. FW: 12,000g. BW: 96,000g. Liq. Mud: 1,175BBL. Main Engines: 2 x Cummins KTA38MO total 1,500BHP. 2 - FP props. Schottel ST110 bow thruster. Bowthruster 400HP. Speed about 12kn. Gensets: 2 - 99kW / Cummins. Firefighting: 1,200gpm monitor. 18 in 5 cabins. AirCon. Certified to carry 20 passengers. **Dynamic positioning but not classed. Working. U.S. Gulf Coast.**



**File: SU16632 Supply Boat:** 166.0' loa x 38.0' beam x 13.0' depth. Built in 1980 by Halter Marine; LA. U.S. flag. GRT: 286. USCG certified 16 persons ABS Loadline exp Aug 2016. Dwt: 872lt. **Deck Cargo: 600LT on 108'x28.6' clear deck.** FO: 59,548g. FW: 7,440g. DW: 87,716g. Dry Bulk: 3,000ft<sup>3</sup>. Liq. Mud: 1,908BBL. Main Engines: 2 x GM 16V149 total 1,800BHP. 2-74" 4-blade FP props. Bowthruster 300HP. Bollard Pull: 15.8ST. Speed about 10-12.5kn. Pumps: DW: 500gpm, FO: 500gpm, Liq Mud: 800gpm. Gensets: 2-75kW/GM6-71. 16 in 7 cabins. **Completely rebuilt 2011. Brand new DP-1 Bier system. added. U.S. Gulf Coast.**



**File: SU18163 Supply Boat - AHTS:** 193.9' loa x 45.3' beam x 18.0' depth x 14.14' loaded draft. **Built in 2011** by Guangzhou Panyu Lingshan SY, China. Vanuatu flag. GRT: 1,123. ABS A1, FiFi 1, OSV, AMS, DPS-1, ISM, ISPS, MLC. SS due 9/16. Last DD 04/16. In lay-up status. Full SOLAS. Dwt: 1,135mt. **Deck Cargo: 500mt on 4,000ft<sup>2</sup> clear deck.** FO: 419.5M3. FW: 494.2M3. DW: 178m3. BW: 165.7M3. Dry Bulk: 113m3 in 4 tanks. Liq. Mud: 134.5m3. Crane: 1 - Elect. Hyd. 2T @ 6m. Winch: 1 - Double drum. Line Pull: 120T. Stern Roller. Main Engines: 2 x CAT 3516B HD total **5,150BHP**. 2 - Berg CP props on 2 - Berg shafts. Stern thruster: 8T. Bowthruster 8T. **Bollard Pull: 68.68MT.** Speed about 12.5-13.5kn. Gensets: 2 - 450kW 415v 50Hz 3ph; 2 - 400kW/CAT 415v 50Hz. Firefighting: 2 - 1,200m<sup>3</sup>/hr wheelhouse controlled mon.; 11.6m<sup>3</sup> foam tank. Quarters: 30 total. **DPS-1 PSV/AHTS.** Third sister in series built by same owners under close supervision with enhanced station keeping ability. 24 hours fuel consumption at peak speed and summer load line draft is 11mt @ 100% MCR. Daily consumption at cruising speed and summer load line draft is 8mt @ 85% MCR. 8 ton each bow & stern tunnel thrusters. Controllable pitch propellers and Independent rudders. **Marine Technologies DP-1 system.** Stern roller currently removed & lashed down on back deck. Stern extension of 13.45' / 4.1m added (included in current 193.85' LOA) for previous charter to extend clear deck to 4,000ft<sup>2</sup> for PSV duties. Original LOA 55m/180.4' with 337m<sup>2</sup>/3,625ft<sup>2</sup> clear deck without stern extension. All modifications approved by ABS. Towing/AH winch, tuggers, tow pins and shark jaws remain fitted. Anti-pollution equipment with 11.6m<sup>3</sup> detergent tank. Vessel completed successful 2 year charter in Mexico fixed through Marcon and now available for prompt sale or charter in Texas. Vessel in lay-up status since with S/S not completed since Summer 2016. **U.S. Gulf Coast.**



**File: SU22049 Supply Boat:** 220.0' loa x 44.0' beam x 15.0' depth. Built in 1979 by Halter Marine; LA. Rebuilt: 1997. U.S. flag. GRT: 1,155. ABS + A1, AMS, USCG Sub L, SOLAS. ABS Laid up. Annuals overdue Mar 2016; Specials overdue Mar 2018. Dwt: 750T. **Deck Cargo: 1,350LT on 136' x 32' clear deck.** FO: 70,000g. FW: 28,500g. DW: 155,000g. Dry Bulk: 5,800ft<sup>3</sup> in 6 tanks. Liq. Mud: 3,000BBL. Main Engines: 2 x EMD 12-645-E2 total 3,000BHP. FP props. Thrustmaster stern thruster 600HP. Bowthruster 600BHP. Speed about 10-12kn on 85gph cruise. Pumps: 2-1,000gpm Mission Magnum 6"x5" Liquid mud, DW: 150gpm, FO: 150gpm. Gensets: 2-145kW/Cummins; 1-75kW Delco/GM4-71. Firefighting: 1-2,000gpm monitor. 8 cabins. **Beier IVCS 2000 DP system.** Simrad SDP01. Lengthened by Eastern Marine with new 40' mid-body in 1998. **U.S. Gulf Coast.**



## Passenger



**File: PF11347 Passenger/Car Ferry:** 113.8' loa x 46.2' beam x 9.7' depth. Built in 1981 by Atlantic Marine. U.S. flag. GRT: 99. USCG COI exp. Feb 2025. FO: 2,400g. FW: None. Main Engines: 2 x Volvo Penta D12D-C total 900BHP. Gensets: 2 - 35kW Kubota 220V/3ph. Firefighting: 2 Monitors. **Passengers: 99. Double ended car / pax ferry** working on Inm route. U.S. Southeast. **September 2020.**



**File: PF11348 Passenger/Car Ferry:** 113.8' loa x 46.2' beam x 9.7' depth. Built in 1981 by Atlantic Marine. U.S. flag. GRT: 99. USCG COI. Exp Oct 2022. Last DD Nov 2017. FO: 2,400g. FW: None. Main Engines: 2 x Volvo Penta D12D-C total 900BHP. Gensets: 2 - 35kW Kubota 220V/3ph. Firefighting: 2 Monitors. **20 cars. Double ended car / pax ferry** working on Inm route. U.S. Southeast. **Prompt.**



**File: PF19043 Passenger/Car Ferry:** 190.0' loa x 43.5' beam x 8.6' depth. Built in 1947 by Shelburne Harbor, VT. U.S. flag. GRT: 446. USCG COI Lakes, Bays & Sounds exp. June 2018. Main Engines: 2 x CAT D353 total 850BHP. 2 - 63" x 58" props. M/Es Installed in 1990. P 11,120hrs. / SB 8,903hrs. Gensets: 1 - 40kW Delco / GM 3-71; 1 - 40kW Lima/ John Deere 120/208vAC. **Passengers: 294. Twin screw single ended car ferry. Always in fresh water service.** Galvanized steel hull construction. **50 autos + trucks upto 40T each.** Originally powered from either end - now single engine room with twin screw diesels. 2017 Survey available on request. U.S. Northeast.

## Towing / Pushing Markets, Cont'd.

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. 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.

As of the end of May 2020, Marcon was tracking 779 inland river pushboats with 73 officially on the market for sale (57 U.S. flag and 16 foreign flag). Seven of the boats with age listed were built within the last ten years, while 38 boats are forty-five years of age or older. The oldest listed was built in 1944, a 76', 1,110BHP vessel in the U.S. Northwest. This is counterbalanced by a 2019-built 56', 1,500BHP U.S. flag inland river push boat located in the U.S. Southeast. Marcon also has 10 inland river pushboats listed for charter – six U.S. and four foreign.

The number of inland river push boats officially on the market for sale in total is 73, down 25, or 25.77%, from our last report published in August 2019. This is 22 units, or 23.16%, less than one year ago in May 2019 and six or 8.96% more than in May 2015. Composition of horsepower range in the last year has changed with the biggest shifts being seven fewer under 1,000HP with an average age of 1980 (compared to 1970 one year ago), five fewer 2,000-3,000HP (average age now 1977 vs. 1973 one year ago) and three fewer 1,000-2,000HP (1975 vs. 1972) push boats offered through Marcon. Today, we do not have any push boats offered greater than 5,000HP, which reflects the position of the inland market, which has been running pretty good despite current events, seasonal flooding of record proportions, and overall commercial marine market slowdown. This was mostly reflected in demand within the inland the tank barge market, versus the bulk cargo market which has had a very difficult time. As brokers, we understand that a 4,200BHP US Flagged unit in the 140' LOA, and 1970s built sold recently at a very good price in the US \$2 million range. Not bad for an old lady. Only 9.59% of the push boats that Marcon has available for sale are less than 10 years old, up from the 7.37% reported one year ago. In looking at overall fleet age and then by U.S.-

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## Marcon's Recent Sales

So far in 2020, Marcon International has completed 17 sales and one charter, including three inland deck barges, an ocean deck barge, two ocean tank barges, five tugs, a PSV, a crew boat, a passenger ferry and a landing craft. In 2019, we completed 22 sales and five charters.



13 July 2020 - McAllister Towing and Transportation Company of New York have sold their twin screw tug "Barbara McAllister" to Mar-K Towing in Florida.

1 July 2020 - The three deck 1992 Westport built, twin screw passenger tour boat "Chinook" was sold by Pacific Cruises Northwest to Puget Sound buyers.



18 May 2020 - The U.S. flag 3,000BHP "Pacific Warrior" was sold to Paradigm Marine, who will reposition the tug to Kodiak, Alaska. The tug was built in 1975 and repowered in 2004 along with the installation of quad rudders, kort nozzles, new reduction gear foundations, shafts and propellers.

18 May 2020 - Marcon acted as the sole broker in the private and confidential sale of two newly rebuilt Manitowoc 390 triple drum winches.



30 April 2020 - The sale of the 254' x 44' x 16' U.S. flag platform supply vessel, "Elsa Leigh", in March to Caribbean buyers marked Marcon's 1,500<sup>th</sup> sale and the second time we have sold this vessel.

## Towing / Pushing Markets, Cont'd.

flagged versus foreign flagged, over the past five years we can see a decrease in overall age and of U.S.-flagged push boats on the market, while average age of foreign-flagged push boats increased. Five years ago, the average age of all on the market through Marcon was 43 years, compared to 46 years one year ago and 43 years as of this report. That is driven mostly by older U.S.-flagged vessels going on the market, aging from 46 years in 2015 to 49 years in 2019 then down to 44 years now. Foreign flagged push boats went from 34 years old last year and five years ago and then up to 40 years as of this report.

During the first quarter of 2020, we saw in the inland river systems of the United States an expected drop in freight activity due to the effects of the Covid-19 shutdowns, decreasing consumer demand domestically and decreased manufacturing output. All of these had a major impact on the entire dry market segment. The record setting flooding during 2019 (292 days lasting from Spring through mid-August was unprecedented), and this 2020 season has started out similar to 2019 causing fears of a repeat of last year's difficulties in the inland dry cargo market. High water levels and spring flooding will always have an impact on the market, which also delays plantings, causing reduced demand for fertilizer heading north in the early part of the year. This current season's sustained high-water conditions made it difficult to move cargo and there were additional delays caused by unplanned closures. Delays to infrastructure projects have also helped to trigger overcapacity, which can be an impetus for consolidation and buyouts. All of this continued downward trending activity will only lead to more idling of equipment and a corresponding fallout of demand.

It is generally considered at this time that the dry cargo market is about 20% over supplied with barges and an expected weakened demand can continue to be foreseen related to trade disputes and other factors moving forward during 2020. China's total imports of soy beans have dropped upwards of 12% (April 2020 report), and this was attributed to bad weather and delaying of cargoes (which are now majority supplied by Brazil). However, this all comes on the heels of a total collapse in the market in 2018 due mainly to a trade war with China. This literally killed overall demand in the Far East exports, and leveled a 75% drop in demand from that reliable Buyer of the product during that year. The drop in overall coal demand, agriculture related planting delays and the drop in demand for cargoes like sand (fracking industry shut down due to collapse of oil prices in the quarter), are contributing to the collapse in demand for tonnage creating an 'over tonnage' situation for the inland market. Overall export levels to the Far East market remain stagnant, and a continued re-brewing of a new trade war with China (attributed to fallout over the Covid-19 response, as well as actions taken by the nation in Hong Kong), will likely continue to hamper exports in the bulk grain markets for an unknown, but extended, period of time.

Full market reports here: [Push Boat – May 2020](#) and [Tug Boat – May 2020](#)

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