



Marcon International, Inc. NEWSLETTER

SUMMER 2021

Phone: (360) 678-8880
Fax: (360) 678-8890

Website: www.marcon.com
Email: info@marcon.com

Past Newsletters
available in PDF
format at

www.marcon.com

Table of Contents

Article	1, 10 & 11
Towing & Barges	2-8
Offshore Support	9-11
Recent Sales	12

For more extensive
listings of Vessels and
Barges, including
photos, surveys,
drawings, etc.,
visit our website at
www.marcon.com

Offshore & Inland Towing Market Update

By Marcon Staff

Of the 13,613 vessels and 3,718 barges that Marcon tracked as of May 2021, 5,203 are tugs with 615 officially on the market for sale worldwide, up 81 or 15.17% from one year ago, May 2020, but down eight or 1.28% from May 2016. 93.02% of U.S. and 39.01% of foreign tugboats for sale are direct from Owners. 140 or 22.76% of the tugs worldwide, primarily foreign flagged, were built within the last 10 years, are newbuilding re-sales or currently under construction – compared to 27.07% one year ago and 32.26% five years ago. 84 (13.66%) are over 50 years of age. Ten have no age listed. The oldest tug Marcon currently has listed is a 47' LOA, 320BHP twin screw tug built in 1931 and is located in the Pacific Northwest. This “old lady” is balanced by three newbuildings between 4,050BHP and 5,630BHP scheduled for delivery in 2021. Two newbuildings are azimuthing for delivery to the Far East and Mediterranean and the third is a traditional twin screw tug for delivery to Southeast Asia.

Five years ago, 32.26% of tugs for sale worldwide, primarily foreign flag, were built within the previous 10 years compared to 22.76% today. Five years ago, 11.24% of the tugs on the market were 50+ years old compared to 13.66% today. At that time, Marcon had two tugs older than 75 years available whereas today there are six. The average age of all tugs that Marcon has for sale worldwide today is 17 years, with 2004 average build date, compared to 25 years, 1991 average built, in May 2016. Southeast Asia had the largest selection of tugs listed in 2016 with 131 available (21.0%). This was followed by 123 in the United States (19.7%), 69 in the Mid East (11.1%), Far East 66 (10.6%), 65 in Europe (10.4%), Mediterranean 55 (8.8%), South Pacific 27 (4.3%), 21 Latin America (3.4%), 20 Africa (3.2%), 18 in the Caribbean (2.9%), 14 Canada (2.2%), 8 in Southwest Asia (1.3%) and 6 where location is unknown (1.0%).

Looking at tugs for sale worldwide, conventional twin screw tugs continue to prevail with 397 (64.6%) available. These are followed by 132 azimuthing (21.5%), 56 single-screw (9.1%), 21 Voith Schneider tractors (3.4%) and 9 triple screw (1.5%). As a comparison to demonstrate the continuing trend in propulsion, five years ago 16.5% of the 623 tugs for sale were single screw, 59.4% twin screw, 21.8% azimuthing and 1.4% VS tractor tugs. As we have been watching the past several years, ASD tugs increased their position in the market further reducing conventional twin screws, while single screw tugs have been mostly relegated to nearly zero commercial work, except in certain specific cases. While it is difficult to get a precise figure related to the scrapping rates of tugs, it's not unreasonable to assume that these will be mostly older single and twin screw units. It is noted that in May 2021, Sea-Web reported 1,588 tugs worldwide scuttled, broken up or to be broken up worldwide. This is up 2.77% from May 2020's 1,544. We believe this will increase over the next year as companies are dealing with the economic fallout of the COVID-19 pandemic in various sectors of the market.

Marcon's database shows eight fewer tugs officially for sale than five years ago in May 2016 with largest shifts in the lower horsepower categories. There

(Continued on page 11)

Featured Listings



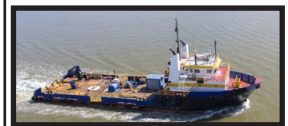
CB16528
Crew Boat



DB30291
Deck Barge - Ocean



DB33078
Deck Barge - Ocean



SU15060
Supply Boat



TB99040
Tank Barge - Ocean



TG40115
Tug - Twin Screw



Towing & Barges



File: TG16040 Tug - Twin Screw: 40.0' loa x 16.0' beam x 7.2' depth x 4.20' loaded draft. Built in 2005 by Master Marine, AL. Foreign flag. GRT: 40. Light Disp.: 311t. FO: 700g. Winch: Towing H Bitt. Main Engines: 2 x John Deere total 1,600BHP. New main engine. Passengers: 9. Line Handling Tug. Steel Hull. Currently stored ashore. 14ft Air draft. **Caribbean. \$150,000.**



File: TG20152 Tug - Single Screw: 100.0' loa x 29.0' beam x 13.5' depth. Built in 1979 by Jakobson Shipyard; Oyster Bay, NY. U.S. flag. GRT: 198. Class: ABS + A1 Towing Service + AMS (expired 1988). FO: 23,000g. FW: 2,600g. BW: 13,225g. No winch, but fitted with double plate & reinforced deck & Capstan. Main Engine: 1 x EMD 16-645E2 total 1,950BHP. 1 - 108" x 83.5" FP props. Kort nozzles. Endurance 7 days. Bollard Pull: 30T. Speed about 13kn free. Pumps: 250gpm fire. Gensets: 2 - 75kW / GM6-71. Quarters: 5 crew cabins. Galley. 29.5' highest fixed point. Height of eye: 24'. Steering kort nozzle. Works in harbor service. Reportedly in good condition. **U.S. Northeast.**



File: TG21075 Tug - Twin Screw: 73.8' loa x 24.4' beam x 12.3' depth x 10.40' loaded draft. Built in 1996 by Damen, Holland. Foreign flag. GRT: 135. Class: LR +100 A1, LMC Coastal Service. 27m2 clear deck. FO: 34.9m3. FW: 9.2m3. BW: 4.5m3. Winch: Ridderinkhof (20T) Hydraulic +20T tow hook. Line Pull: 60T brake. Main Engines: 2 x Cummins KTA-38M total 2,120BHP. 2 - Lips FP props. Kort nozzles. Bollard Pull: 23.07T. Pumps: 1 - Cummins 6BTA diesel powered FiFi pump. Gensets: 2 - 58kW / Cummins, 440vAC, 60Hz. Firefighting: 1 - monitor (300m3/hr). Quarters: 5 berths. AirCon. Galley. Dispersant - 1.5m3; Foam - 2.5m3. Damen Stantug design. **Central America.**



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. Class: 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 361HP auxiliary engine with hydraulic pump for bow thruster and towing winch. Recently drydocked and class renewed with switch to ABS (formerly BV). Engine ran weekly.

File: DB18075 Deck Barge - Ocean: 180.0' loa x 60.0' beam x 13.0' depth x 10.57' loaded draft. Built in 2007 by Nass Marine Services Co. Bahrain. Bahrain flag. GRT: 980. NRT: 294. Class: ABS. Special Survey due March 2023. Dwt: 2,298mt. Lt Displ: 513mt. Deck Load: 15mt/m2. Bulkheads: 2 longs, 6 transverse. Anchor. Ocean deck spud barge. Double rakes. 4 spud wells. 14mm deck. 10mm bottom.

Tug and barge arrived on the US East Coast via heavy-lift in May 2020. Available for prompt sale. **U.S. East Coast.**



File: TG32033 Tug - Twin Screw: 105.0' loa x 30.2' beam x 14.7' depth x 12.50' loaded draft. Built in 2006 by Rushan City Shipbuilding; China. Foreign flag. GRT: 279. Class: LR 100 A1 Tug LMC. Special due 03 Feb. 2022. Originally built to BV. Dwt: 270mt. 85m2 clear deck. FO: 200m3. FW: 24.1T. BW: 14.2m3. Winch: Thor TH-15HTW-MO8-202B. Main Engines: 2 x Cummins KTA50-M2 total 3,200BHP. 2 - FP props. Bollard Pull: 40T. Speed about 12kn free. Gensets: 2 - 115kW / Cummins 6CTA8.3-G 400vAC 50Hz. Firefighting: 300m3/h. 10 crew. AirCon. Galley. **Central America.**



Towing & Barges, Continued



File: TG32053 Tug - Twin Screw: 105.0' loa x 30.2' beam x 14.7' depth x 12.50' loaded draft. Built in 2007 by Rusan City Shpblgd. Co.; China. Foreign flag. GRT: 279. Class: LR +100 A1 Tug +LMC. Dwt: 83mt. Light Disp.: 284mt. 85m2 clear deck. FO: 258m3. FW: 24.1mt. BW: 14.2mt. Winch: Thor TH-15HTW-MO8-202B. Main Engines: 2 x Cummins KTA50-M2 total 3,200BHP. 2 - FP props. Bollard Pull: 40T. Speed about 12kn. Gensets: 2 - 115kW / Cummins 6CTA8.3-G 400vAC 50Hz. Firefighting: 300m3/h. Quarters: 10 crew. AirCon. Galley. **Central America.**



File: TG34121 Tug - Twin Screw: 100.0' loa x 26.8' beam x 9.7' depth x 14.60' loaded draft. Built in 1967 by Main Iron Works; Houma, LA. Rebuilt: 2003. U.S. flag. GRT: 188. Class: ABS Coastwise Loadline. Expired Dec 2016. FO: 38,000g. FW: 1,400g. Winch: Almon Johnson. Wire: 2,000' x 2". Main Engines: 2 x CAT 3516 total 3,420BHP. 2 - 88" x 72" FP props on Stainless steel shafts. Repowered from CAT D398TAs in 1995. Bollard Pull: 75,530lb. Gensets: 2 - 40kW / John Deere 120vAC 60Hz. Fixed CO2 in engine room. 8 crew in 4 cabins. Formerly fitted with an upper pilothouse / removed in 2017 with vessel engaged in ship docking duties thereafter. 22' 7" height of eye, with air draft 44'. 8 person life raft. 1,200' 9" circ. Emergency hawser. Normally operates with crew of 5. Reportedly in good condition. **U.S. Northeast.**



File: TG38085 Tug - Twin Screw: 85.6' loa x 26.1' beam x 13.3' depth x 12.96' loaded draft. Built in 2008 by Damen Shipyard. Foreign flag. GRT: 176. Class: LR +100 A1, Tug, +LMC. Dwt: 52T. Light Disp.: 381mt. 80m2 clear deck. FO: 80.7m3. FW: 12.2m3. BW: 19.4m3. Winch: towing aft 125T drum; 65T SWL. Wire: 400m x 44mm. Main Engines: 2 x CAT 3512B total 3,822BHP. 2 - 2,350mm FP props. Kort nozzles. Bollard Pull: 53.7T. Speed about 13.2kn. Pumps: Bilge: 2 - 22m3/hr. Gensets: 2 - 95kVA / CAT C4.4 440vAC 60Hz. Firefighting: 300m3/hr. Foam: 5.9m3. Quarters: 8 persons. Damen design twin screw tug suitable for towing, mooring, firefighting and pollution control. **Central America.**



File: TG39015 Tug - ATB - Twin Screw: 116.0' loa x 32.0' beam x 14.5' depth x 15.20' loaded draft. Built in 1977 by Modern Marine; Houma, LA. U.S. flag. GRT: 187. Class: ABS International Loadline. FO: 97,343g. FW: 1,362g. DW: 8,193g. Winch: Jon Rie Hydraulic Capstan. Wire: 720' x 9" Hawser. Main Engines: 2 x EMD 16-645E6 total 3,900BHP. 2 - 188"x101.7" stainless props. Gensets: 3 - John Deere. Firefighting: Fixed CO2. 9 berths in 6 cabins. AirCon. Galley. AT/B tug formerly working with 14,398dwt double hull ocean tank barge. Intercon "C" coupler system. Raised pilothouse. 65' air draft with 40' upper height of eye. 3,000g holding tank with Type II EMI MSD. ITC Tonnage: 407G. Owner interested in selling "as is, where is". **U.S. East Coast.**



File: TG39139 Tug - Twin Screw: 139.0' loa x 34.0' beam x 17.2' depth x 10.60' light draft x 14.90' loaded draft. Built in 1976 by Burton Shipyard; Port Arthur, TX. Rebuilt: 2000. U.S. flag. GRT: 198. Class: ABS +A1 Towing Service exp. May 2025. USCG COI exp. Sept 2024. Dwt: 636lt. FO: 129,600g. FW: 21,300g. BW: 122,400g. Winch: Intercon Double drum. Line Pull: 100T. Wire: 2 - 2,500' x 2". Main Engines: 2 x EMD 16-645E6 total 3,900BHP. 2 - FP 115" x 90" 4-blade props. Jan 2020: 7,500hrs on M/Es since major overhaul. Bollard Pull: 50T. Speed about 10kn on 165gph. Gensets: 2 - 100kW. 14 in 6 rooms. AirCon. Aluminum upper pilothouse. 51' min/54.9' max height above water. 6' x 2' stern roller. Tow pins. Open wheels. JAK system pins still installed and could be made operational. **U.S. West Coast.**



File: TG39149 Tug - Twin Screw: 100.0' loa x 30.1' beam x 12.4' depth. Built in 1977 by Chromalloy American Corp. U.S. flag. GRT: 182. Class: ABS Loadline exp. Aug. 2021. FO: 40,000g. FW: 14,700g. No winch. Main Engines: 2 x EMD 16-645E2 total 3,900BHP. 2 - 86" x 56" 4-blade FP props. Repowered 1982 / Orig. 567 blocks, bored out to 645s. Bollard Pull: 32T. Gensets: 2 - 60kW / GM6-71. AirCon. Galley. Harbor tug. Fitted with vertical capstan and H-bitt. **U.S. Gulf Coast.**



Towing & Barges, Continued



File: TG40115 Tug - Twin Screw: 110.0' x 32.0' x 19.4' x 15.90' loaded draft. Built in 1972 by Quality Equipment; LA. Rebuilt: 2000. U.S. flag. GRT: 199. ABS Loadline, Exp. Oct. 2023; USCG COI Sub. "M" Exp. Oct. 2024. Light Disp.: 695lt. FO: 80,000g. FW: 6,000g. Winch: Almon-Jonson V-4 Single Drum. Line Pull: 63T. Wire: 2,600' x 2.25". M/Es: 2 x EMD 16-645E2 total 3,900BHP. 2 - FP 96" x 110" props on 9.75" shafts. Kort nozzles. Bollard Pull: 55ST. Speed abt 13kn. Gensets: 2-75kW / John Deere 4045T, 480vAC 60Hz. Hydraulic tow pins. **U.S. West Coast.**



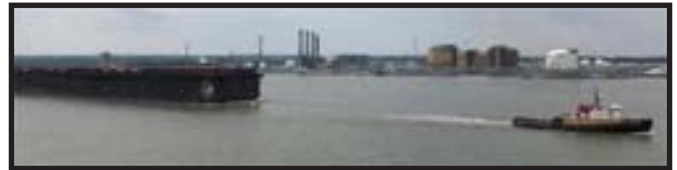
File: TG51013 Tug - Twin Screw: 128.0' x 36.0' x 19.9' x 14.70' lt draft x 17.00' loaded draft. Built in 1994 by VT Halter Marine. Rebuilt: 2004. U.S. flag. ABS Loadline. Exps Oct 2022. FO: 80,000g. FW: 7,200g. Crane: 7.5T hyd. Winch: 2 - Almon Johnson Model 333 Single Drum. Wire: 2 - 2,500' x 2.5". M/Es: 2 x EMD 12-645F7B total 5,100BHP. 2 - FP 132" dia. 4-blade props. Range 5,000nmi. @ 13 kn. Bowthrustrer 350HP. Bollard Pull: 58T. Pumps: FiFi. Gensets: 2 - 300kW / CAT 3408; 1 - 75kW / CAT 3304. 3 - FiFi Monitors: water/foam. Quarters: 24 persons. 1 of 6 units in the "Major General Nathaniel Greene Class" of tugs originally built for the US Army. Raised foc'stle. Refitted in 2004: lowering of pilot house (02 deck completely removed), new bilge keels installed, etc. Height of eye - 38'. Fitted with shaft brakes. Low hours on all machinery. Schottel bow thruster powered by CAT 3306. Originally built to ABS+A1, E, AMS, ACC. **U.S. East Coast.**



File: TG72119 Tug - Twin Screw: 136.2' x 36.5' x 19.2' x 16.90' loaded draft. Built in 1977 by McDermott. U.S. flag. GRT: 199. ABS +A1 Towing Service, +AMS exp April 2022 in lay-up with ABS. FO: 155,000g. FW: 15,000g. Winch: Markey double TDSDW 36C. Wire: 2-2,800' x 2.25". Stern Roller. M/Es: 2 x EMD 20-645E5 total 7,200BHP. 2 - FP props. BP: 75ST. Speed about 16kn free. Pumps: Fuel, fire & bilge. Gensets: 2 - 105kW / CAT 3304. 10 in 5 cabins. Triple rudders. Hyd tow pins. **U.S. Southeast.**



File: TG72152 Tug - Twin Screw: 136.2' x 36.5' x 19.2' x 20.00' loaded draft. Built in 1975 by McDermott; LA. U.S. flag. GRT: 199. ABS + A1 Towing Service + AMS, Unrestricted. Exp Mar 2020 with DD / SS due Mar 2020. FO: 155,000g. FW: 15,000g. Winch: Markey double TDSDW 36C. Wire: 2-2,800' x 2.25". Stern Roller. M/Es: 2 x EMD 20-645E5 total 7,200BHP. 2 - 132" x 82"-88" FP props. BP: 75ST. Speed about 16kn free. Pumps: Fuel, fire & bilge. Gensets: 2 - 105kW / CAT3304. 10 crew in 5 cabins. Air-Con. Triple rudders for close-quarter maneuverability & steering power to handle large tows. Hydraulic tow pins. **U.S. Southeast.**



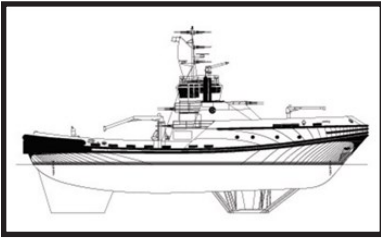
File: TG72157 Tug - Twin Screw: 136.2' x 36.5' x 19.2' x 17.00' lt draft x 20.00' loaded draft. Built in 1976 by McDermott; LA. U.S. flag. GRT: 199. ABS +A1 Towing, +AMS, exp Dec. 2020, with DD overdue Dec. 2018. Class suspended. FO: 155,000g. FW: 15,000g. Winch: Markey double TDSDW 36C. Wire: 2-2,800' x 2.25". Stern Roller. M/Es: 2 x EMD 20-645E5 total 7,200BHP. 2 - 132" x 82"-88" FP props. BP: 75ST. Speed about 16kn free. Pumps: Fuel, fire & bilge. Gensets: 2 - 105kW / CAT3304. 10 in 5 cabins. Triple rudders. Hydraulic tow pins. Laid up with ABS suspended. Cash offers for sale out of competition. **U.S. Southeast.**



File: TG99020 Tug - Twin Screw: 196.8' x 56.0' x 24.6' x 19.70' loaded draft. Built in 2006 by Fujian Southeast Shipbuilding; China. Singapore flag. GRT: 2,610. ABS + A1, E + AMS Anchor Handling, Towing FiFi Tug +DPS-1. Lifesaving to SOLAS regs next SS 30 Dec 2025. Dwt: 1,884mt. 25m x 14m clear deck. FO: 1,235mt. FW: 386mt. Winch: Brattvaag Triple Drum W/F BSL350. Line Pull: 500mt Brke. Stern Roller. M/Es: 2 x Bergen BRM9 total 11,000BHP. 4.5mm dia Ulstein 4-blade CP props. Kort nozzles. 1-9.1T stern thruster. Bowthrustrer 2 - 9.1T. BP: 150MT. Speed about 13kn on 42kL/d MDO. Pumps: 2 - 1,500m3/hr. FiFi. Gensets: 3-800kW/CAT3508B; 1-99kW/CAT3306; 2-1,400kW/Shaft 415vAC 3ph 50Hz. Firefighting: 2-1,200m3/hr. foam/water monitors. Quarters: 16 crew. 12 passengers. Ocean going anchor-handling tug. Endurance 9400nm @ 13kn. Two Triplex 350T Shark jaws max 4.5" chain. 2-200T Triplex towpins max 125mm wire. Two wire storage reels. 2-7m dispersant booms. 2-18T Tuggers, Capstan, etc. Alston ADP11 Simplex DPS-1 control system. **Mid East.**



Towing & Barges, Continued



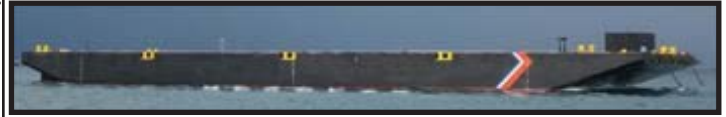
File: [TG99158](#) Tug – Tractor: 153.0' x 48.0' x 20.0'. Built in 1999 by Dakota Creek Ind.; WA. U.S. flag. GRT: 484. ABS + A1, FiFi-1, Towing, U.S. Domestic, + AMS. Special Survey due May 2024. FO: 123,280g. FW: 17,800g. BW: 50,000g. Crane: 2-No. American 12T aft & 2T fwd. Markey DYSDS-62 aft hawser winch & hyd. capstan. Stern Roller. M/Es: 2 x CAT 3612B DITA total 10,192BHP. Voith Schneider 36GII/270 props. CAT 3306DITA dedicated hyd power. Fernstrum keel coolers. BP: 92.25T. Speed about 15-16kn max. Pumps: 2 - Nijhuis 6,600gpm. Gensets: 2 - 190kW / CAT 3306DITA AC. FiFi-1. 2-5284gpm Skum remote monitors. Waterspray. Foam: 10,000g. 16 in 8 cabins. Guido Perla design, ice strengthened tug for tanker escort, ocean towing, fire-fighting & emergency spill response working with 180,000dwt tankers. Raised foc'stle bow. Ice belt. 2,250ft² heated decks fore & aft & headed cranes & deck machinery. Capable of up to 105.25T of static bollard pull in most directions & up to 170T of indirect pull at 10kn. Fitted with Schuyler "D" shape WWR-2B upper cylindrical & SR3D-2 lower course rubber fendering. Shibata cylindrical fendering around stern. Desmi surface oil skimmers. Recovered oil capacity 43,000g. Oil dispersant approx. 5,000g. Two reels with capacity of total 3,630ft. ocean-class boom. **U.S. Northwest.**



File: [DB23062](#) Deck Barge - Ocean: 230.0' x 64.0' x 14.0' x 11.00' loaded draft. Built in 2010 by PT TWC Bintan; Indonesia. U.K. flag. GRT: 1,459. NRT: 438. DNV-GL + 100 A5 Pontoon Barge exp Apr 2025. Dwt: 3,541. Deck Load: 15T/m². 2-8,000lb, 1-5,000lb anchors. Crane: IHI Hydraulic CCH 2800 - 280T max lift. 147.6' boom. Winch: 2 - TXEME 687 dual opposed, 87.5T brake, 1 - 15T single drum. Flat deck barge outfitted with winch system for 3-point mooring and scrawler crane. **Mediterranean.**



File: [DB26003](#) Deck Barge - Ocean: 260.0' x 72.0' x 16.0' x 2.20' lt draft x 12.70' loaded draft. Built in 1981 by Bergeron Ind., Inc; LA. U.S. flag. GRT: 2,101. NRT: 630. ABS + A1. Unrestricted Oceans exp. May 2023. Dwt: 4,720lt. Lt Displ: 1,027lt. Deck Cargo: 4,720LT on 250' x 68' clear deck. Deck Load: 1,200lb/ft². Rakes: Double. Bulkheads: 2 long'l / 6 transv. Watertight Compartments: 21. Originally 1/2" deck, sides & bottom. 3/8" bulkheads. Double raked with skegs aft. Spoon bow. **U.S. East Coast.**



File: [DB30150](#) Deck Barge - Ocean: 300.0' loa x 100.0' beam x 18.0' depth x 13.10' loaded draft. Built in 2014 by Nantong Tongmao Shipblg.; China. Vanuatu flag. GRT: 3,924. NRT: 1,177. ABS + A1 Barge Unrestricted Service. Expires July 2024. Dwt: 7,800T. Lt Displ: 1,755T. 2,678M² clear deck. Deck Load: 20T/m². Rakes: Double. Bulkheads: 3 long'l / 6 transv. Watertight Compartments: 28. BW: 12,130m³. 1,000kg stockless bower anchors. Wire/Chain: 200m. Wire/Chain Dia.: 38mm. Winch: 1 - 10T diesel driven anchor. Flat deck cargo barge. Four 20T SWL Smit towing brackets. Recessed bits. All internal void spaces coated. Tank scantlings designed for carrying ballast. Reportedly in good overall condition. **U.S. Gulf Coast. Prompt.**



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; Brooklyn, NY. Rebuilt: 2009. U.S. flag. GRT: 4,474. NRT: 1,342. ABS + A1, Barge, Unrestricted Service. 5 yr. SS and DD with fresh certs issued June 2020. Dwt: 10,435lt. Lt Displ: 1,796lt. Deck Load: 3,500lb/ft². Rakes: Double. Bulkheads: 3 long / 4 trans. Watertight Compartments: 18. 2 hyd deployed bow anchors. Gensets: 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 with tug, but Owner is interested in outright sale. **U.S. Gulf Coast.**



File: [DB33078](#) Deck Barge - Ocean: 330.6' x 78.0' x 20.5' x 15.78' loaded draft. Built in 1982 by Marine Power & Eq.; Seattle, Washington. Rebuilt: 2005. U.S. flag. GRT/NRT: 4,564. ABS + A1 Barge exp. Oct 2023. Dwt: 8,929T. Lt Displ: 1,360T. Deck Cargo: 8,929LT on Deck Load: 1,275lb/ft². Rakes: double. Bulkheads: 1 long'l / 7 transv. Watertight Compartments: 18. FO: 900g. BW: 1,548ST. Pumps: Ballast: 1 - 8" Crown Model 3 COD9 / 50HP electric. 2 - Patterson Hand Winches. Gensets: 1-99kW / John Deere. Spoon bow. Converted to lumber barge in 2005 with 22' tall stanchions capable of holding 6.7m board feet. 8' apron added to stern. ITC - 5,651G / 1,695N. New ballast system installed in 2005 for trim while loading / discharge. **U.S. West Coast.**



Towing & Barges, Continued



File: DD08003 Drydock: 185.0' x 58.0' x 7.0'. Built in 1985 by Larose S/Y. Foreign flag. Lt Displ: 300T. Rakes: Bow only. Ex A&B Industries DD. Drydocked in 2018/2019 including new 24HP submersible saltwater pumps, installed June 2020. 49ft between wingwalls. Max lifting capacity 1,500T. **Central America.**



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. No class. 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. Photographs, full technical description, videos, drawings & survey on request. Owner will consider sale, or charter. **U.S. Northwest. Prompt.**

Marcon International has been instructed by new owners to offer the **following eight ATB and twin screw tugs** for immediate sale. These units are **not** part of any on-going Bankruptcy Court proceedings and thus can be sold "*as is, where is*" with free and clear title.



File: TG39026 Tug - ATB - Twin Screw: 112.0' loa x 35.0' beam x 17.0' depth. Built in 1982 by VT Halter Marine Inc. U.S. flag. GRT: 199. ABS + A1 Towing, AMS. SS Due April 2021 - Laid up. Dwt: 304. Main Engines: 2 x EMD 16-645-C total 3,900BHP. 2 - FP props. M/E hrs 16,700 approx. Gensets: 2 - 99kW. Converted in 2007. ITC GRT 419 / Net 125. **U.S. Northeast.**



File: TG39140 Tug - Twin Screw: 112.0' loa x 35.0' beam x 14.2' depth x 14.20' loaded draft. Built in 1982 by Halter Marine, Inc.; New Orleans, LA. U.S. flag. GRT: 199. ABS +A1, AMS exp. Nov 2022. - Laid up. Main Engines: 2 x EMD 16-6445C total 3,900BHP. 2 - FP props. M/E Hrs Port 22,807 / Stb 26,898. Speed about 13kn. Gensets: 2 - 99kW. AirCon. Galley. Upper pilot house. Intercon linkage system. **U.S. Northeast.**



File: TG60613 Tug - ATB - Twin Screw: 130.0' loa x 38.0' beam x 22.4' depth x 20.60' loaded draft. Built in 2016 by VT Halter Marine. U.S. flag. GRT: 713. ABS + A1, Towing Vessel + AMS; Exp June 2021; USCG Sub M COI exp. Jun 2021. Dwt: 523lt. FO: 155,404g. FW: 11,034g. BW: 59,930g. Main Engines: 2 x EMD 12-710-G7C total 6,086BHP. 2 - FP props. Abt 13,700hrs on all M/E & Aux in Feb 2021. Gensets: 2 - 166kW John Deere / 3 - 130kW. Intercon Coupler System. **U.S. Northeast.**



Towing & Barges, Continued



File: [TG61127](#) Tug - Twin Screw: 121.0' loa x 37.0' beam x 20.9' depth. Built in 1992 by Moss Point; Escatawpa, MS. U.S. flag. GRT: 199. ABS. Winch: Markey. Wire: 2,300' x 2.25". Main Engines: 2 x EMD 16-645F7B (Tier II) total 6,140BHP. M/E Hrs 17,121. Raised pilot house. ITC GRT 591 / NET 177. Married to Tank Barge TB99043. **U.S. Gulf Coast.**



File: [TG61127](#) Tug - ATB - Twin Screw: 127.0' loa x 37.0' beam x 21.0' depth x 16.00' light draft x 19.45' loaded draft. Built in 1995 by Moss Point Marine; Escatawpa, MS. U.S. flag. GRT: 196. ABS +A1, Towing Service, +AMS Unrestricted. Special Surveys due Mar 2020. Last DD May 2018. Light Disp.: 795lt. FO: 150,000g. BW: 300m3. Winch: Markey double drum and fore & aft capstans. M/Es: 2 x EMD 16-645F7B total 6,140BHP. 2 - Bronze 4-blade FP props. Open wheel. Bollard Pull: 58.3T. Gensets: 3 - 99kW / John Deere. Fixed CO2 system. 11 in 7 cabins. Articulated pusher tug. Two fully functional wheel houses (upper & lower). Raised pilot house. Highest fixed point 81'. Intercon coupling 50" pin system fitted in 2010. Coated ballast tanks. **U.S. Northeast.**



File: [TG61128](#) Tug - ATB - Twin Screw: 127.0' loa x 37.0' beam x 20.0' depth x 18.20' loaded draft. Built in 1979 by VT Halter Marine; New Orleans, LA. U.S. flag. GRT: 196. Class: ABS International Loadline. Renewal Loadline. FO: 162,202g. Winch: Markey double drum aft. Wire: 609m x 51mm. Main Engines: 2 x EMD 16-645-E7 total 6,140BHP. 2 - Bronze FP props. PME 34,793 hours, SME 28,089 hours. Speed about 10kn. Gensets: 3 - 99kW / GM 8-71. AirCon. Galley. ATB tug with Intercon coupler system. Pinned in 2007. Tow pins. ITC Tonnage: 592G / 177N. March 2021 Survey available. **U.S. Southeast.**



File: [TG61133](#) Tug - ATB - Twin Screw: 127.0' loa x 37.0' beam x 20.0' depth. Built in 1979 by Halter Marine, Inc; New Orleans, LA. Rebuilt: 1998. U.S. flag. GRT: 199. Class: ABS +A1 Towing, +AMS, + Hull & Mach, Unrestricted. Laid up. FO: 144,238g. Winch: Double drum side-by-side. Main Engines: 2 x EMD 16-645E7 total 6,140BHP. 2 - Bronze FP props. Both M/Es 10,670 hours. Gensets: 3 - 99kW / GM8V71 AC. AT/B Pusher tug. Intercon coupler system installed in 1999. Sheer bow with elevated pilothouse. Height of eye: 48'. 77' highest fixed point. ITC Tonnage 592G / 177N. **U.S. Southeast.**



File: [TG61412](#) Tug - ATB - Twin Screw: 127.0' loa x 37.0' beam x 20.0' depth x 14.90' loaded draft. Built in 1987 by Halter Marine; Moss Point, Mississippi. U.S. flag. GRT: 199. ABS +A1, Towing, +AMS, Unrestricted - Exp. Aug 2021. Surveys due. Dwt: 324mt. FO: 623.47m3. FW: 32.51m3. BW: 142.60m3. Main Engines: 2 x EMD 16-645-F7 total 6,140BHP. 2 - bronze FP props. Both M/Es 9,943 hours. Speed about 11kn. Gensets: 2 - 99kW / GM 8-71 AC; 1 - John Deere. ATB tug. Intercon coupler system. Special Intermediate Hull due 07 Feb 2019. Hull & Machinery Periodic Surveys due Aug 2021. ITC Tonnage: 589G / 176N. **U.S. Gulf Coast.**

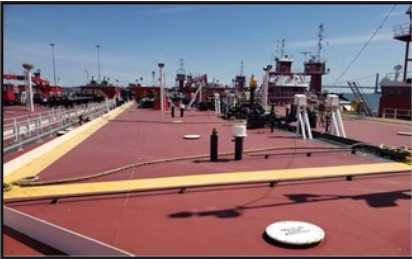
About Marcon

Since our first sale in 1983, Marcon has sold/chartered over 1,526 vessels and barges between companies located in the U.S. and worldwide. We specialize in the towing, marine construction and offshore petroleum industries. Although our primary focus as shipbrokers is in the sale, purchase and charter markets, we have also assisted many companies with valuations of individual vessels and fleets, as well as evaluating capital acquisitions, market rates and feasibility of trade routes.



Towing & Barges, Continued

Marcon International, Inc. has been instructed by new owners to offer the **following eight tank barges** for sale. These units will be sold with no competition restrictions on an "as is, where is" basis with free and clear title. Available for sale en bloc or individually. All barges are laid up.



File: TB38001 Double Hull Tank Barge - Ocean: 300.0' loa x 285.5' lbp x 64.0' beam x 21.0' depth. Built in 2007 by Bollinger Marine Fabricators Inc; LA. U.S. flag. GRT/NRT: 3,759. ABS + A1 Oil Tank Barge. USCG COI Grade "A" and

lower. All surveys due. Laid-up. Dwt: 5,752T. Rakes: Double. Capacity: 35,000bbl. Tanks: 10. FO: 1,500g. FW: 1,260g. Crane: 1 - 2T Tech Crane F25-65. Gensets: 2 - Byron Jackson / John Deere diesel power. Quarters: 4 total. Double-Hull OPA '90 tank barge - single cargo. Towing skegs aft. Small notch in stern. ITC - 3759 G/N. U.S. Northeast.

File: TB38030 Double Hull Tank Barge - Ocean: 300.0' loa x 290.0' lbp x 64.0' beam x 21.0' depth. Built in 2008 by Bollinger; Gretna, LA. U.S. flag. GRT: 3,130. NRT: 1,396. ABS + A1, Oil Tank Barge. Exp May 2023. Laid up. All SS due. Last DD Mar 2018. USCG COI exp. Jun 2023. Capacity: 35,000bbl. Tanks: 10. FO: 1,500bbl. Clean barge. No ballast tanks. Reportedly in fair/good condition according to 2021 surveys. U.S. Northeast.



File: TB60036 Double Hull Tank Barge - Ocean: 350.0' x 334.0' lbp x 70.0' x 25.0'. Built in 2010 by Bollingers; Amelia, LA. U.S. flag. GRT/NRT: 5,724. ABS + A1 Oil Tank Barge; USCG COI Grade "A" and lower. All surveys due. Laid-up. Capacity: 60,000bbl. Tanks: 12. Gensets: 2 - 373kW GM; 2 - 121kW /

John Deere. Clean Oil. U.S. Northeast.

File: TB86039 Double Hull Tank Barge - Ocean: 399.0' x 74.0' x 28.6'. Built in 2007 by Bollinger; LA. U.S. flag. GRT/NRT: 5,675. ABS + A1, Oil Tank Barge. Exp Oct 2022. All surveys due. Laid up. Capacity: 86,966bbl. Tanks: 12. Gensets: 2 - John Deere. U.S. Northeast.



File: TB99040 Double Hull Tank Barge - Ocean: 467.0' loa x 285.5' lbp x 80.0' beam x 36.0' depth. Built in 1993 by Bollinger; Gretna, LA. U.S. flag. GRT: 9,172. NRT: 3,759. Ex ABS + A1 Oil Tank Barge. USCG COI Grade "A" and lower. Exp Mar 2022. Laid-up. All surveys due.

Dwt: 20,682mt. Rakes: Double. Capacity: 139,992bbl. Tanks: 10. FO: 1,500g. FW: 1,260g. Pumps: 2 - Byron Jackson / John Deere diesel power. Quarters: 4 total. Double-Hull OPA '90 tank barge - single cargo. Towing skegs aft. Small notch in stern. ITC - 3,759G/N. U.S. Northeast.

File: TB99041 Double Hull Tank Barge - Ocean: 400.0' loa x 74.0' beam x 28.6' depth. Built in 2006 by Bollinger; Gretna, LA. U.S. flag. ABS + A1. Exp. Apr 2021. Class suspended as of Dec 2019. Laid-up. Capacity: 105,000bbl. Ship bow, Stern notch. U.S. Northeast.



File: TB99043 Double Hull Tank Barge - Ocean: 446.0' loa x 80.0' beam x 36.0' depth. Built in 1993 by Bollinger; Gretna, LA. U.S. flag. GRT/NRT: 9,242. ABS + A1, Oil Tank Barge. Exp. Sep 2023. Laid up. All surveys due. Capacity: 141,082bbl. Tanks: 16. Pumps: Cargo: 4 - Gm. Gensets: 3 - GM. Ballast tanks. Needs repair. Married to TG61120. U.S. Gulf Coast.

File: TB99046 Double Hull Tank Barge - Ocean: 483.0' loa x 461.8' lbp x 80.0' beam x 36.2' depth x 6.00' light draft x 26.00' loaded draft. Built in 1995 by Bollinger-Gretna Machinery. Rebuilt: 2010. U.S. flag. GRT/NRT: 8,498. ABS + A1 Oil Tank Barge, Unrestricted. Exp. May 2020. O/S Recommendations. All surveys due. Laid-up. Dwt: 20,620T. Rakes: Ship bow. Bulkheads: 12 oil tight. Capacity: 138,000bbl. Tanks: 16. Coiled. FO: 50,000g. FW: 50BBL. BW: 17 tanks. Pumps: Cargo: 3 deepwell / Detroit Diesel. BW: 2 - Detroit Diesel. Quarters: Living/Sleeping. Asphalt barge with two 12 million VaPower BTU heaters capable of maintaining temperature of abt. 290 deg. F. Complete 3 single valve segregation system. Vapor recovery system. Hi-Level & overflow alarms. Bergen gauging system with full MMC capabilities & screen in house. Fully hydraulic system with replicate pumps. Retrofitted with Intercon connection system and fully coated segregated ballast system in 2010. Highest fixed point: 50.0'. U.S. Northeast.





Offshore Support



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. Gensets: 1 - 20kW / Northern Lights. AirCon. Galley. Passengers: 49. 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' x 17.2' x 8.9' depth x 4.50' loaded draft. Built in 1966 by Halter Marine; New Orleans, 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. Gensets: 1 - 20kW / Northern Lights. Passengers: 48. Steel hulled crew boat / water taxi. Reportedly in good condition. **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. Class: USCG COI Sub Ch T. Exp. Oct. 2025. 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. Current COI for passengers. Reportedly in excellent condition. Small hydraulic crane is available. **U.S. West Coast.**



File: CB11020 Crew Boat: 115.0' loa x 24.0' beam x 8.9' depth x 5.50' loaded draft. Built in 1981 by Progressive, LA. U.S. flag. GRT: 98. Class: USCG COI. 48-person total, 100 miles offshore, exp. 20 Sept 2023. Deck Cargo: 45T on 60' x 20' clear deck. FO: 6,000g. FW: 10,000g. Main Engines: 4 x John Deere 6135 total 2,300BHP. 4 - FP 36" x 34" props. 1,050nm range. 3 - M/Es Tier 2; 1 - ME Tier 3. Speed about 24kn on 55gph. Gensets: 2 - 30kW / John Deere 4045 Tier 2. Quarters: 5 berths. AirCon. Galley. Passengers: 44 passengers. Progressive design, aluminum hull crew-boat. Repowered 2012. Interior of vessel completely refurbished in 2016. Reportedly in good condition. Working, but we can develop for sale. **RECENTY REDUCED PRICE IDEAS. U.S. Gulf Coast.**



File: CB13226 Crew Boat: 132.3' loa x 25.6' beam x 11.2' depth x 4.10' loaded draft. Built in 2006 by Sam Aluminum Engineering; Singapore. Venezuela flag. GRT: 264. Class: ABS + A1 HSC + AMS. Deck Cargo: 130mt on 128m2 clear deck. FO: 108m3. FW: 19m3. Main Engines: 3 x CAT C32 total 4,200BHP. 3 - 5-blade FP props. Bowthruster 120HP. Speed about 25-28kn. Pumps: 1 - 1,300m3/h (fire). Gensets: 2 - 90kW / Perkins 415/220vAC 50Hz. Firefighting: 2 - 600m3/h monitors. Quarters: 10 crew. AirCon. Galley. Passengers: 49. Fast Supply Utility Vessel. Two cabins (can be removed for further seating to be added). **Caribbean.**



File: CB16528 Crew Boat: "Southern Belle" 170.0' loa x 32.0' beam x 12.7' depth x 6.11' loaded draft. Built in 2009 by Island Boats, LA. U.S. flag. GRT: 96. Class: ABS Loadline / USCG COI - certificates being renewed August 2021. Deck Cargo: 300LT on 104' x 27' clear deck. FO: 27,200g. FW: 37,700g. Main Engines: 4 x Cummins QSK50-M total 7,200BHP. 4 - 50" x 50" FP props. Tier 2. Bowthruster 2 - 75HP. Dynamic Positioning. Speed about 25-27kn on 200-250gph. Gensets: 2 - 99kW / Cummins. Firefighting: 1,350gpm monitor. Quarters: 10 men / 5 staterooms. AirCon. Galley. Passengers: 75 persons. Unclassed DP1. Owner will consider sale with certificates renewed as of August/September 2021. Further details and price guidance on request. **U.S. Gulf Coast.**



Offshore Support, Continued



File: GS01330 Singledecker: 247.3' x 42.3' x 18.3' x 11.20' loaded draft. Built in 1972 by A/S Svendborg Skibsvy; Denmark. Rebuilt: 2000. U.S. flag. GRT: 1,301. Ex ABS Loadline. 5-year DD due. Last DD 2018. USCG COI expired Jun 2020. Dwt: 1,330mt. Light Disp.: 787mt. Hold Capacity: 85,200ft³ bale (max) in 3 holds. 3 hatches. FO: 50,624g. FW: 6,245g. BW: 136,304g. Crane: Gearless. Winch: 4 hydraulic. M/E: 1 x CAT 3512B total 1,675BHP. 1 - CP props on shafts. Range @ 35 days. Speed about 12kn on 1,600gpd MGO. Gensets: 1 - 245kW / CAT 3406, 1 - 160kW / CAT 3306, 2 - CAT C.7.1. Quarters: 11 persons. Galley. General purpose / Break-bulk / container vessel. 110 TEU. U.S. Coastwise privileges (US Tonnages GRT 497 / NRT 414). Bulbous bow. Gearless. Reefer plugs. Under offer. **U.S. Southeast.**



File: LC17036 Landing Craft: 170.0' x 36.0' x 10.0' x 4.00' light draft x 5.00' loaded draft. Built in 1999 by Mariner LLC; Houma, LA. Togo flag. GRT: 422. NASCA. Last DD 2015. Dwt: 622T. Deck Cargo: 400T/24TEU on 6,152ft² clear deck. FO: 19,000g. FW: 15,000g. M/Es: 2 x CAT 3412TA total 1,440BHP. 2 - FP props. Speed about 6-7kn on 60-70g/hr. Gensets: 2 - 60kW / John Deere. 9 persons in 3 cabins. Bow ramp 20' x 22'. Raised pilothouse with cargo space underneath. Some ballast tanks can take extra fuel. Sold to current Owner by Marcon. **Caribbean. Prompt.**



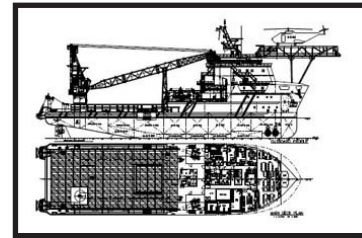
File: PF19043 Passenger/Car Ferry: 190.0' loa x 43.5' beam x 8.6' depth. Built in 1947 by Shelburne Harbor, VT. U.S. flag. GRT: 446. Class: USCG COI Lakes, Bays & Sounds exp. 14 Jun 2020. Main Engines: 2 x CAT D353 total 850BHP. 2 - 63" x 58" props. M/Es Installed in 1990. P 11120hrs. / SB 8903hrs. Gensets: 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.**



File: SU15060 Supply Boat: 150.0' x 36.0' x 12.0' x 7.50' lt draft x 9.98' loaded draft. Built in 2005 by Master Boat Builders Inc. Foreign flag. GRT: 447. Overseas Marine Cert. Ex ABS Int. Load Line. Dwt: 518T. Deck Cargo: 300T on 27 x 9m clear deck. FO: 60,600g. FW: 8,400g. BW: 48,000g. Crane: Palfinger 4.5T (optional). Main Engines: 2 x CAT 3508 total 1,800BHP. Bowthruuster Schottel. Speed about 11kn on 23-48gph. Pumps: DW: 625gpm@150'; FW: 360gpm@100'; FO: 360gpm@100'. Gensets: 2 - CAT C9DI. Firefighting: Monitor 1,300gpm @ 240'. 20 berths. A-frame 15T (optional). Satcom (optional). Operating. **Caribbean.**



File: SU16554 Supply Boat: 165.0' loa x 38.1' beam x 12.5' depth. Built in 1968 by Burton Shipyard; Port Arthur, TX. U.S. flag. GRT: 296. ABS Loadline Exp. Dec 2021. Deck Cargo: 450LT on 100' x 34' clear deck. FO: 46,200g. FW: 40,000g. BW: 211,500g. Crane: Seattle MCT1250 1.5T. Winch: Almond-Johnson single drum. Wire: 3,000' x 2.5". Main Engines: 2 x CAT D399 total 2,250BHP. 2 - 78" x 66" 4-blade FP props. Bowthruuster 375HP. Speed about 12.5kn. Gensets: 2 - 90kW / CAT 3304 480/208/120vAC 60Hz 3ph. Quarters: 6 (1-1, 2-2). AirCon. Galley. Former oil rig supply vessel converted to fisheries freight & container service. Reportedly in good condition overall. Laid up in fresh water but with machinery occasionally run. Survey available on request. **U.S. Northwest.**



File: SU27871 Maintenance Vessel: 278.8' loa x 72.2' beam x 26.2' depth x 20.66' loaded draft. Built in 2019 by Chinese shipyard. Foreign flag. Class: ABS +A1 (E) OSV, Supply-HNLS), FiFi -1, HDC (7.5T/M2, MAIN DECK), SPS, +AMS, ACCU, DPS-2, RW, CRC, HELIDK. Deck Cargo: 800mt on 730m² clear deck. FO: 1,150m³. FW: 740m³. DW: 1,750m³. Dry Bulk: 226m³. Liq. Mud: 410m³. Crane: 80mt @ 25m. M/Es: 2 x total 6,000BHP. 2 - Azimuthing props. 2 - tunnel bow thrusters. Bowthruuster. Quarters: 192 persons total. DP2 85M Subsea Support / Maintenance Vessel with 4 point mooring, helideck and 80mt main crane. 8m x 8m moonpool. Delivered in 2019. **Southeast Asia. Prompt.**



Offshore Support, Concluded



File: SU18163 Supply Boat - AHTS: 193.9' x 45.3' x 18.0' 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 4,000ft² 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. Wire: 1,000m x 54mm (none fitted). Stern Roller. M/Es: 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 - 1,200m³/hr wheelhouse controlled mon.; 11.6m³ foam tank. Quarters: 30 total. AirCon. Galley. DPS-1 PSV / AHTS. Daily (24 hrs) 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 dynamic positioning 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 4,000ft² for PSV duties. Original LOA 55m/180.4' with 337m²/3,625ft² 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 11.6m³ detergent tank. Vessel completed successful 2 year charter in Mexico fixed through Marcon and now available for prompt sale or charter in Texas. Vessel last drydocked April 2016 with credit / commencement of special survey due Sept. 2016. TRY ALL OFFERS. U.S. Gulf Coast.



File: UB14637 Utility Boat: "Isla Colorado" 145.5' x 36.0' x 11.5' x 9.80' loaded draft. Built in 2001 by Bollinger Shipyard, Inc; Lockport, LA. Mexico flag. GRT: 452. ABS +1A1, +AMS. DD due Oct. 2021. SS Due Oct. 30, 2023. Deck Cargo: 370LT on 95' x 30' clear deck. FO: 102,275g. FW: 11,217g. DW: 40,348g. BW: 19,152g. Liq. Mud: 1,220 BBL. M/Es: 2 x Cummins KTA38MO total 1,520BHP. 72" x 57" stainless props on Stainless shafts. Bowthruster. Speed about 8-11kn. Pumps: Fire: Crane Demming 8x6x19 / Cummins N14. Gensets: 2 - 99kW / Cummins 6 CTA 8.3G. Firefighting: 1 - Stang 2,500gpm fire monitor. 18 persons in 5 cabins. Available for sale "as is, where is". **Mexico East Coast.**

Towing / Pushing Market, Cont'd.

are 54 fewer tugs are today listed in the 2-3,000HP range with average age increasing from 28 to 32 years. The 3-4,000HP range gained 40 tugs while their average age increased from 22 to 24 years. Under 1,000HP tugs decreased by 20 with a one year decrease in age to 35 years. The 4-5,000HP range increased by 12 tugs with average age rising from 17 to 19 years. Seven more tugs are showing as available in the 7-8,000HP (average age 31 vs 32 now) range, six more 6-7,000HP (average age 17 then vs 16), four fewer 1-2,000HP tugs (average age 30 vs 32 years), three more 5-6,000HP (13 vs 19 years now) and one each more in the 8-9,000HP (average age 25 then and now) and in the over 9,000HP range (average age 23 vs 17 years).

As of the end of June 2021, Marcon was tracking 781 inland river pushboats with 54 officially on the market for sale (36 U.S. flag and 18 foreign flag). Nine of the boats with age listed were built within the last ten years. 27 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 two 2019-built U.S. flag inland river pushboats, a 56', 1,500BHP located in the U.S. Midwest and a 78', 2,000BHP located in the U.S. Gulf Coast. 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 54, down 19, or 26.03%, from one year ago in May 2020 and down 12 or 18.18% from May 2016. Composition of horsepower range in the last year has changed with the biggest shifts being 12 fewer 1,000-2,000HP with an average age of 1972 (compared to 1975 one year ago) and nine fewer under 1,000HP (1990 vs. 1980) push boats offered. These decreases align with reports received of older, lower horsepower push boats being scrapped due to lack of work and buyers. Today, we do not have any push boats offered greater than 5,000HP, reflecting that higher horsepower units are working consistently despite the current events. For now, 16.67% of the push boats available are less than 10 years old, up from the 9.59% reported one year ago and from the 9.09% reported five years ago. In looking at overall fleet age and then by U.S.-flagged versus foreign flagged, over the past five years we can see an increase in overall age driven by a significant increase in average age of foreign-flagged push boats with a slight increase in age of U.S.-flagged vessels. Five years ago, the average age of all on the market through Marcon was 37 years, compared to 43 years one year ago and 40 years as of this report. That is driven mostly by older foreign-flagged vessels going on the market, aging from 24 years in 2016 to 40 years in 2020 then 41 years now. U.S.-flagged push boats went from 39 years old five years ago to 44 years old last year to 38 years old as of this report date.

Marcon has closed nine sales and one charter as of early August 2021 after ending 2020 with 22 sales and charters completed. Many of the 2020 deals were well in the works before the Covid-19 situation developed and oil prices crashed. Throughout most of 2020 and early 2021, the market was extremely slow both domestically and world-wide. We are starting to see a pickup in

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



Marcon's Recent Sales

Marcon concluded ten sales or charters to date in 2021, including eight tugs, an ocean deck barge and an ocean tank barge.



Colombian owners, Intertug, sold their 1,800BHP twin screw tug *"Carex"* to US Virgin Island based buyers. Built in 1981 at Garber Shipyard, Berwick, Louisiana, the tug is powered by twin Cummins KTA38. It measures 65' x 26 x 10'

depth of hull. It will be reflagged to the Antigua registry. Marcon was the sole broker in the transaction.

Marcon acted as the sole broker in the private transaction involving a U.S. Flag Ocean Deck Barge. The barge is ABS classed, measuring 400' x 100' x 24' with DWT of 17,586 short tons at max draft.



Crowley Marine Services Inc. has sold two of their 7,200BHP Invader series tugs, *"Stalwart"* and *"Bulwark"*, to private Washingtonian interests. The vessels were built in 1976 as Hulls # 219

and # 221 at McDermott Shipyard Inc, Amelia, LA. The vessels measure 136.2' loa x 36.5' beam x 19.2' depth and are powered by twin EMD 20-645E5 diesels with Falk 4.345:1 gears driving two 132" x 82-88" 5-blade stainless props. Electrical service is provided by two 105kW CAT D3304 gensets. The tankage onboard includes 155,000g of fuel and 15,000g of water. On deck the towing equipment consists of a double drum Markey TDSDW 36C towing winch capable of spooling two lengths of 2,800' x 2.25" wire. The tugs were constructed by McDermott for Crowley.



Marcon acted as exclusive broker in the sale of two 1,800BHP U.S. flag sister tugs *"Millie Cruz"* and *"Dana Cruz"* to private buyers. The tugs were built in 2011 and 2010 at Fred Wahl Shipyard in Oregon as special purpose shallow draft tugs with ABS loadline making them suitable for both coastal and river work in Alaska. They measure 92.0' loa x 88.0' lbp x 36.0'

beam x 8.5' depth x 3.80' light draft x 5.80' loaded draft. Three CAT C18 Tier II main engines generate 1,800BHP at 1,800RPM, driving three fixed pitch propellers via CAT 5202 3.42:1 gears. Estimated bollard pull is 33,000lbs.



The 11,400BHP. 1999-built ocean salvage and rescue tug *"Hulk"* was sold by Star Matrix Hong Kong, Ltd. to Japanese Buyers. Dimensions are 190' x 46.3' x 23.3' depth with a 19.4' loaded draft. Her twin Niigata 6MG41HX diesels provide 11,400BHP @ 500RPM and 152 tons of bollard pull and her 293,000g fuel capacity gives her a range of about 8,000nmi.

Towing / Pushing Market, Concl'd.

inquiries as the world is slowly reopening and have multiple sales pending at this time. There is a long way to go. We still see a lot of uncertainty in the market and price reductions for many classes of vessels and barges have not been enough to overcome buyers' hesitancy. Of the ten sales and charters to date in 2021, six were U.S.-flagged tugs, aged 10 to 45 years old, and two were foreign-flagged tugs, aged 22 and 40 years old. Tug condition and specific circumstances of the sale / purchase were driving factors behind each of these sales, and sale price numbers reflected this as there is no discernible pattern when comparing the sold vessels' ages to their respective sales price per BHP. In 2020, we sold a total of seven tugs with average age of 47 years, all U.S.-flagged tugs. As we have been seeing an increase in tug inquiries lately, we are hopeful that a price rebound will emerge as more people are vaccinated, Covid-19 slowly subsides and economies turn around with strong fiscal stimulus. Sales of push boats continue to be few and far between. We currently have several inland river (and ocean) tank barges for sale. Many buyers, across multiple market segments, continue to be stymied by project delays, an uncertain economy and travel restrictions.

While the market challenges of the latter half of 2020 continued into first quarter 2021, improvements were seen in second quarter 2021. These improvements seem to be linked to economies opening back up as more of the population was vaccinated. The USDA reported that barge movements as a whole were up in the second quarter. Kirby, in its second quarter 2021 results, noted improvement in utilization rates in the inland market and some improvement in the coastal market. Transportation channels are still backlogged as there is a significant shortage of workers in all areas, marine, rail and trucking.

Third quarter 2021 has seen decreases in volumes from resurgence in COVID-19 cases, weather events (with the latest being Hurricane Ida) and continuing economic struggles. As in the past when our markets are challenged by macro-environmental events, those companies that are able to quickly adapt are surviving, while those less able to flex to market changes are floundering. We are seeing market consolidation, but these are mainly takeovers or dissolving of companies that were in a weakened position prior to the pandemic. These entities were not strong enough to ride out the extremely rough economic conditions of the past 18 months. It will be interesting to see what the blue and brown water fleets look like in another year. Eventually all down cycles will move upwards. How soon we begin to see the next up cycle depends on many factors, so all we can do for now is to continue to work our way through the challenges of today by focusing on strengths and negating weaknesses.

Reports here: [Push Boat – June 2021](#) & [Tug Boat – May 2021](#)

List Your Vessel / Barge With Marcon

We are interested in receiving information on any vessels or barges, inland or ocean service, available for sale or charter. Complete this [form](#) to list a single vessel. To list more than one, please [email](#) or call us at (360) 678-8880.