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

Offshore Supply Market Update

Of the 13,592 vessels and 3,687 barges Marcon tracks as of early February 2021, 3,112 are supply and tug supply boats, with 375 officially on the market for sale. 66.81% of foreign and 72.26% of U.S. flag supply / tug supply boats Marcon has officially listed for sale are directly from Owners. In addition to those for sale, Marcon has 116 straight supply and tug supply vessels listed for charter worldwide, but there are many more in today's market idle and hungry for employment.

1,153 of the vessels tracked by Marcon are crew, fast supply & pilot boats with 237 officially on the market for sale, plus 39 boats are available for charter worldwide. 43.5% of the boats officially for sale are U.S. flag. 60 crew boats for sale worldwide were built within the last 10 years. 73 boats, or 30.80%, are 25 years of age or older. The oldest boat listed is a 51', 460BHP 1961 built and located U.S. West Coast. This vessel is counterbalanced by seven foreign 2020 built 45.9' to 90.6' LOA crew boats, six of which are located in the Mediterranean and the other in the Far East.

There have been some small signs of improvement in offshore supply vessel activity in the Gulf of Mexico. Rates have reportedly firmed up a bit, but overall the market remains depressed. With oil prices rising (now above \$60), there is some positive impact, however the outlook remains unclear. The U.S. offshore market is digesting the impact of the Biden Administration's Executive Order 14008, issued on January 27, 2021, which bans new development in federal offshore waters. This has already resulted in the cancellation of lease sales. Although this ban may eventually drive oil and gas prices higher, it remains unclear who the beneficiaries will be. Foreign markets, such as Mexico and Trinidad, will likely benefit more from the resurgence in commodity prices than U.S. operators. Several state governors have signed a letter asking the Biden Administration to reconsider the order.

Various offshore vessel companies remain in a restructuring phase, trying to right-size their fleets with the most attractive assets going forward. PSVs continue to sell at extremely low prices compared to peak 2014 levels. There are examples of vessels built in the early 2000s selling for scrap and vessels around 10 years of age selling at around 10% to 33% of their previous levels. Newly constructed vessels, especially in China, are running at less than 50% of previous levels. Charterers are taking advantage of the market, demanding newer vessels at bargain rates. It will take a multi-year sustained resurgence in oil and gas prices for utilization to tighten and drive rates back to reasonable levels.

Offshore companies continue to deal with COVID-19. Travel restrictions and quarantines make crewing and operations difficult, especially internationally. There is hope that this challenge will gradually subside during 2021 as vaccines roll out and countries reopen their borders.

Tug supply boats officially on the market for sale in total is 154, eight more than one year ago, March 2020 and 13 more than five years ago, February 2016. Composition in the last year has changed with the biggest shifts being 12 more 12,000-plus HP, four more 8-9,000HP, three more 9-10,000HP and

(Continued on page 11)

Featured Listings



CB06827
Crew Boat



DB33078
Deck Barge - Ocean



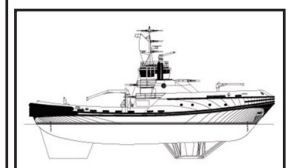
SU24138
Supply Boat



SU25267
Supply Boat - AHTS



TG36193
Tug - Twin Screw



TG99158
Tug - Tractor



Towing & Barges

Direct from close owners their two U.S. flag tugs for sale basis delivery "as is, where is" U.S. West Coast. Both are actively working the spot market, but can currently be made available for sale on a prompt basis. Owners will consider offers in line with the market to non-competing interests.

File: **TG13069** Tug - Twin

Screw: 75.0' loa x 24.0' beam x 9.8' depth x 8.00' loaded draft. Built in 1979 by Service Machine, LA. Rebuilt/repowered: 2008. GRT: 116. Last D/D Nov 2017. FO: 21,000g. FW: 3,000g. Winch: Smatco Single Drum, Pendant Drum, Markey 12" dia. Hyd. Capstan. Wire: 2,500' x 1.5". Stern Roller. M/Es: 2 x Cummins QSK19-M total **1,320BHP**. 2 - FP 61" x 54" 4-blade SS props on 6" shafts. Kort nozzles. EPA Tier 2 (PME-10,580hrs./SME-10,717hrs. in Jan 2018). Speed about 9kn free on 1,200gpd. Gensets: 2 - 30kW/Northern lights (new 2008-EPA Tier 3) 208-230/460vAC 60Hz. Quarters: 2-4, 1-2 man. All welded steel, twin screw gulf style tug. Air draft 34' (fuel empty). New MSD system, Northern Lights hydraulic power pack in 2008, new hydraulic tow pin assembly fitted aft - 2 hydraulic tugger winches on stern either side of towing winch, with fairleads for bow pushing mode. 600' x 1.5" under-rider towing wire. MarineFast 190g/day blackwater treatment system. Upper control station on top of wheelhouse. Reportedly in very good condition. Tug can reportedly work in California until Dec 31, 2023 under emissions rules (buyer to confirm for their area). Recently issued USCG Sub M COI inspection with exp. Dec 2025.



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 Nolty J. Theriot; Golden Meadow, LA. Rebuilt/overhauled: 2007. 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. 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 Dec 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.).



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.: 31lt. FO: 700g. Winch: Towing H Bitt. Main Engines: 2 x John Deere total **1,600BHP**. New M/E. Passengers: 9. Line Handling Tug. Steel Hull. Currently stored ashore. 14ft Air draft. **Caribbean**.



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' x 26.0' x 10.0' depth x 10.00' loaded draft. Built in 1981 by Garber Shipyard; LA. Rebuilt: 2007. Foreign flag. GRT: 134. SAC. Last DD Dec 2017. Dwt: 37T. 14m2 clear deck. FO: 12,000g. FW: 20T. Tow Hook only. Main Engines: 2 x Cummins KTA38 total **1,880BHP**. 2 - FP props. Repowered 2007. **Bollard Pull: 19T**. Speed about 10kn. Firefighting: 150m3/h monitor. Exterior needs repairs, but interior and engine room are in good condition. **Caribbean**.



File: **TG25077 / TG25079** Tug - Twin Screw (Sisters): 99.1' x 26.3' x 13.3' depth x 10.80' loaded draft. Built in 1995 by B.V. Scheepswerf Damen. Foreign flag. GRT: 209. Ex-GL & LR. Light Disp.: 207mt. FO: 96m3. Winch: Tow Hook. M/Es: 2 x Cummins KTA50-M total **2,500BHP**. 2-FP props. **Bollard Pull: 33mt**. Speed about 13kn. Gensets: 2-Cummins 100kW / Stamford. **Price US \$200,000 each**. Reportedly good condition and serviceable. **Africa West Coast**.

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



Towing & Barges, Continued



File: [TG29031](#) Tug - Single Screw: 96.0' x 32.0' x 16.4' depth x 16.40' loaded draft. Built in 1979 by Diamond Mfg Corp; GA. U.S. flag. GRT: 172. Ex ABS Loadline. FO: 46,932g. FW: 3,225g. BW: 16,311g. Winch: Elect. Hyd. Capstans fore & aft. M/E: 1 x EMD 16-645E7A-L total **3,000BHP**. Last Overhauled: 2008. 131" x 104" stainless prop on 12.25" shaft. Kort nozzle. M/E 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. 9 berths in 5 cabins. AirCon. Air draft 44' with hinged mast. Three rows 18" x 18" x 25' 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: [TG30096](#) Tug - Twin Screw: 88.6' x 29.8' x 11.8' depth x 10.50' loaded draft. **Built in 2012** by Damen Shipyards Kozle. Marshall Islands flag. GRT: 167. ABS A1, AMS, ACCU. S/S due Mar 2025. Dwt: 200mt. Light Disp.: 312mt. FO: 125m3. FW: 30m3. Crane: Heila 5.3mt @ 18.03m. Line Pull: 100mt. Wire: 650m x 40mm, 400m x 40mm. M/Es: 2 x CAT 3512C total **3,000BHP**. 2 - FP props. Kort nozzles. Bowthruster 200HP. **Bollard Pull: 39.4mt**. Speed about 11.9kn. Gensets: 2 - CAT C4.4TA / 85.5kVA 50Hz 3ph. 7 in 5 cabins. AirCon. **Damen Shoalbuster 2709 anchor-handling tug**. Dbl drum waterfall towing and anchor-handling winch. 120mt holding power. 8mt Brevini tugger winch. 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. **U.S. East Coast.**



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: [TG36193](#) Tug - Twin Screw: 110.0' loa x 30.2' beam x 14.3' depth x 11.30' lt draft x 13.00' loaded draft. Built in 1968 by Main Iron Works; LA. U.S. flag. GRT: 195. ABS +A1 Towing, +AMS, Unrestricted. S/S & Docking overdue. FO: 36,500g. FW: 5,000g. BW: 2 tanks. Winch: Markey single drum. Wire: 2,000' 2". M/Es: 2 x EMD 16-645CE total **3,600BHP**. 2 - cast steel FP props. BP 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. Keen sellers. **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 overdue 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 2016. **Bollard Pull: 51.58st**. Speed about 12kn. Gensets: 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. **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 SY; TX. Rebuilt: 2000. U.S. flag. GRT: 198. 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 dbl 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. Gulf Coast.**



Towing & Barges, Continued



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. ABS Loadline exp. Aug 2021. FO: 40,000g. FW: 14,700g. Winch: None. 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.**



File: TG41124 Tug - Twin Screw: 121.0' loa x 34.1' beam x 13.6' depth x 7.80' lt draft x 16.20' loaded draft. Built in 1971 by Halter Marine; LA. U.S. flag. GRT: 188. ABS Loadline overdue 2018. Dwt: 499lt. FO: 134,500g. FW: 23,300g. BW: 2 tanks. Winch: Skagit dbl drum / SBS. Line Pull: 150ST. Wire: 2,100' 2.25"/2,000' 2". Stern Roller. M/Es: 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. Bilge keels. ITC Tonnage 456G / 136N. Non-compete clause. Keen sellers. **U.S. East Coast.**



File: TG57135 Tug - Twin Screw: 136.0' loa x 34.8' beam x 20.0' depth x 18.50' loaded draft. Built in 1974 by Service Machine; LA. U.S. flag. GRT: 164. ABS Loadline exp. April 2021. FO: 150,000g. FW: 12,000g. Winch: Intercon. DD 225/GM6-71. Wire: 5,000' x 2.25" & 2,400' x 2.25". Main Engines: 2 x EMD 16-645E5 total **5,700BHP**. 2 - 138" x 90" FP props. **Bollard Pull: 58MT**. Gensets: 2 - 100kW. Quarters: 12. AirCon. Galley. Raised foc'stle bow. **U.S. Northwest.**



File: TG57009 Tug - Twin Screw: 136.2' loa x 36.5' beam x 17.00' loaded draft. Built in 1978 by McDermott 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 TDSD-36 dbl drum. Wire: 2,200'x2.25"/2,800'x2.125". M/Es: 2xEMD 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 MDEC electronic upgrade to Tier 2. New gensets recently installed with fairly low hours (9,458hrs/fwd & 1,819hrs/aft). Vessel in very good overall condition and ready to go. 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/ft2. Rakes: Double. Ex-single skin tank barge, recently converted to ABS Ocean Deck Service. Fresh ABS Certificates May 2020. Small notch aft. ITC-7,132G/6,574N.

Owner interested in outright sale or long-term BBC, en-bloc. **U.S. Northwest. Available prompt.**



File: TG57129 Tug - Twin Screw: 128.5' loa x 34.0' beam x 17.0' depth x 15.80' loaded draft. Built in 1976 by Quality Equip.; LA. Rebuilt: 2000. U.S. flag. GRT: 188. ABS +A1, Towing Service, +AMS. Exp. April 2022. FO: 160,000g. FW: 16,000g. Winch: Intercon double drum / GM6-71. Line Pull: 120T. Wire: 2,600' x 2.25". Stern Roller. Main Engines: 2 x EMD 16-645E7B total **5,750BHP**. 2 - FP 114" props on 11.75" shafts. Kort nozzles. **Bollard Pull: 75T**. Speed about 14kn on 5,000gpd. Gensets: 2 - 99kW / GM8V71. AirCon. Anchor handling tug. Tug damaged by uncontrollable fire in galley January 1999 and then declared CTL. Tug was completely refurbished / rebuilt in 2000 & placed back into service. **U.S. Northwest.**

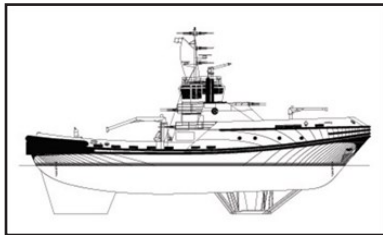
Details believed correct, not guaranteed. Offered subject to prior sale or charter.



Towing & Barges, Continued



File: [TG72164](#) 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 Loadline. FO: 155,000g. FW: 15,000g. Winch: Markey double TDSW 36C. Wire: 2 - 2,800" x 2.25. Stern Roller. Main Engines: 2 x EMD 20-645E7B total **7,200BHP**. 132" x82-88" 5-blade stainless props. **Bollard Pull: 75ST**. Speed about 16kn free. Pumps: Fuel, fire & bilge. Gensets: 2 - 105kW / CAT3304. 10 crew in 5 cabins. AirCon. Galley. **Triple rudders** for close-quarter maneuverability & steering power to handle large tows. Hydraulic tow pins. **U.S. Northwest.**



File: [TG99158](#) Tug - Tractor: 153.0' loa x 48.0' beam x 20.0' depth. 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. Winch: 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 hydraulic power. Fernstrum keel coolers. **Bollard Pull: 92.25T**. Speed about 15-16kn max. Pumps: 2 - Nijhuis 6,600gpm. Gensets: 2-190kW/CAT 3306DITA AC. FiFi-1. 2-5,284gpm Skum remote monitors. Waterspray. Foam: 10,000g. Total 16 in 8 cabins. **Guido Perla design, ice strengthened tug for tanker escort, ocean towing, firefighting & 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 applying up to 210,500lbs. of static bollard pull in most directions & up to 340,000lbs. 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. All machinery spaces fitted with wing tanks for double-side protection. 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. Space for two 20' boom handling skiffs on main deck. 2 - 10 person liferafts. ITC Tonnage: 1,046G / 313N. Owner will consider sale with non-compete for **US West Coast.**



File: [TP06025](#) Push Boat: 25.3' loa x 14.0' beam x 5.0' depth x 4.00' lt draft. U.S. flag. Light Disp.: 40,000lb. FO: 350g. Winch: Double tow bitt aft & single head bitt fwd. M/Es: 2 x John Deere 6068AMF85 total **600BHP**. 34" x 18" 4-blade bronze props on 2.5" steel shafts. Closed fresh water engine cooling system. Pumps: Bilge: 2-1,000gph 12vDC. Genset: 12vDC with two heavy-duty 4D marine batteries. **Newbuilding truckable steel work boat.** 1/4" plate deck, sides, bottom, headlog & transom. Primed to ASTM A-36. Continuous all-around 14" high bulwarks. 20' x 1/2" x 4" flat rub bars. 12" push knees extending 54" above deck with 2" thick rubber pads. 15.5" eye-level from inside 4.5'x4'x6.75' high enclosed pilothouse. Fire detection & general alarm system. 4 lifting eyes. Anodes. Multiple options available pertaining to size and equipment. **U.S. Gulf Coast.**



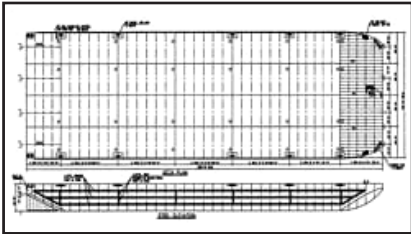
File: [TP12073](#) Push Boat: 73.6' x 21.0' x 5.0' depth x 5.50' loaded draft. Built in 1954 by Higgins, Inc.; LA. Rebuilt: 2004. U.S. flag. GRT: 67. FO: 5,000g. FW: 2,000g. A-Frame fwd. Winch: 1 - Pullmaster H-50. M/Es: 2 x Cummins M32QT01 total **1,320BHP**. 2 - 49" Aquamaster 500/2000 open wheel prop. Repowered 2008: Tier II diesels. Gensets: 1-40kW/ Northern Lights; 1-28kW/John Deere 208vAC 60Hz. Push knees fwd. 25' height of eye. 27'x14.8' well deck fwd house, with 25LT of deck capacity and bow ramp. Anchor-handling capabilities. Marine construction support. **U.S. West Coast.**



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 Bahrain. Bahrain flag. GRT: 980. NRT: 294. ABS. Special Survey due Mar 2023. **Dwt: 2,298mt**. Lt Displ: 513mt. **Deck Load: 15mt/m²**. Bulkheads: 2 longs, 6 transverse. Anchor(s). Ocean deck spud barge. Double rakes. 4 spud wells. 14mm deck. 10mm bottom. **U.S. East Coast.**



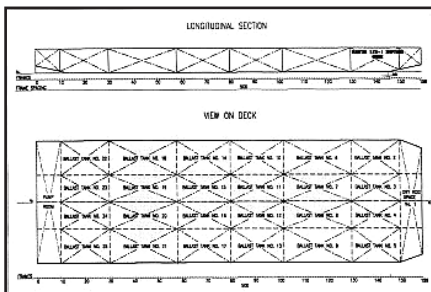
Towing & Barges, Continued



File: [DB25074](#) Deck Barge - Ocean: 250.0' loa x 72.0' beam x 16.0' depth. Built in 1998 by Corn Island Shipyard; Lamar, IN. U.S. flag. GRT: 2,115. NRT: 634. ABS + A1 Barge exp. June 2023. **Dwt: 5,500T.** Lt Displ: 1,050T. Deck Cargo: 5,500ST. **Deck Load: 3,000lb/ft².** Rake(s): Spoon bow. Bulkheads: 3 long'l / 6 transv. Watertight Compartments: 28. Flat deck cargo barge. Spoon bow and raked stern with two box skegs. Recessed kevels. Sister barges may also be developed. **U.S. West Coast. Available March 2021.**



File: [DB25101](#) Deck Barge - Inland: 250.0' loa x 240.0' lbp x 72.0' beam x 15.0' depth x 2.00' light draft x 12.00' loaded draft. Built in 1981 by Bergeron Industries; LA. **Rebuilt: 2020.** U.S. flag. GRT: 1,828. NRT: 548. Ex - ABS Ocean Loadline. **Dwt: 4,800T.** Deck Cargo: 4,800T. **Deck Load: 1,000lb/ft².** Rakes: Double. Bulkheads: 2 long'l / 6 transv. Watertight Compartments: 21. Flat deck cargo barge. Long spoon bow with fixed towing skegs aft. 18" round flush deck hatch covers. Dec. 2020: Owner put the barge through an extensive dry-docking with steel work, exterior blast and paint. Barge is now reportedly in very good overall condition. **U.S. West Coast. Prompt.**



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/m².** 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 / m². Reportedly in good overall condition. **Europe.**



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. S/S and D/D 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 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 charter with tug, but Owner is interested in an outright sale. **U.S. Gulf Coast.**



File: [DB33078](#) Deck Barge - Ocean: 330.6' loa x 78.0' beam x 20.5' depth 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. **Deck Load: 1,275lb/ft².** Rake(s): 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. Genset: 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. Available March 2021.**



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. 49ft distance between wingwalls. **Max lifting capacity 1,500T.** 300T curb weight. **Central America.**

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



Towing & Barges, Continued



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: [DK16050](#) Crane Barge - Inland: 160.0' loa x 51.0' beam x 13.5' depth. Built in 1942 by American Bridge Co.; PA. U.S. flag. GRT/NRT: 925. Rakes: Double short. Bulkheads: 2 long / 5 transv. Watertight Compartments: 24. 2 holds. 3 hatches. Hatch Sizes: 5'x3' & 6'x6'. FO: 7,200g. 4-6T, 6-15T & 1-8T anchors. **Crane: 4500 Manitowoc crawler - 100T over stern.** Winch: 2-25T Skagit BU-140 double drum w/f with 1,800' x 1.25" wire. Gensets: 1-60kW; 1-30kW. Set up for **pile driving & dredging ops.** Coated internals. 127' Boom 31. Spuds. Crane substantially rebuilt 2014/5 as digging machine with factory installed third drum, independent boom hoist, new engine & hydraulics, rebuilt house rollers, boom renewal of lacings & complete sandblast / paint. 12"x12" hardwood timber mat. Air-con, steel anchor winch control tower. Mooring array with fixed turning blocks & Berger fairleads. Clam shells / dredging buckets, etc. to be sold separately. **U.S. West Coast.**



File: [DK19952](#) Crane Barge - Inland: 199.0' loa x 52.0' beam x 15.0' depth x 2.00' light draft x 10.50' loaded draft. Built in 1960 by Zigler Shipyard. U.S. flag. GRT/NRT: 1,214. 30' x 40' clear deck. **Crane: 25T.** Ex 20,000bbl ocean tank barge converted into an inland deck barge with 25T ship/shore crane fitted. **U.S. East Coast. Available prompt.**



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 / 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 sell, but prefers charter. **U.S. Northwest. Prompt.**



File: [MB25071](#) Work Barge - Ocean: 250.0' loa x 240.0' lbp x 72.0' beam x 15.6' depth. Built in 1981 by Bergeron Industries. U.S. flag. GRT: 2,556. NRT: 766. ABS +A1 Barge, DPS3. Laid up. All surveys expired. 115' x 68' clear deck. **Deck Load: 1,000lb/ft2.** Rakes: Double with skegs aft. FO: 496T. FW: 1,168T. BW: 6,135T. Crane: 1 - 200T Lima 7707; 1 - 15T. Gensets: 3 - 300kW Cummins / Stamford & 1 - 99kW. Quarters: 72 man berthing. Bow designed for tow in heavy sea. Deep tank scantlings. Converted to **DP-3 multi-purpose work barge. Heli deck.** Four 1,000HP thrusters. Redundant DGPS systems / Taut Wire and Kongsberg Hi Pap 500. Stored in fresh water under scheduled maintenance program. **U.S. Gulf Coast.**

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



Towing & Barges, Concluded



File: [TA01500](#) Tanker: 130.0' x 40.0' x 14.0' depth x 12.00' load draft. Built in 1973 by Halter Marine; New Orleans. U.S. flag. GRT: 492. ABS Great Lakes Loadline overdue 2015. USCG COI Grade "B" & Lower overdue 2015. M/Es: 2 x GM 12V71 total 680BHP. 2-FP props. Genset: 1-60kW / GM3-71. Firefighting: 1 - monitor (foam/water mix). 4 berths. Single skin bunkering tanker. **7,500BBL cargo capacity in 10 tanks** (8 main). Reportedly very good condition & operated only in fresh water. 2 separate systems for MGO and heavy fuel. Pumps & cargo tanks traced & **coiled / heated**. 1-500,000BTU heater / glycol circulating system. Laid up. Cleaned and Gas free. Good candidate for alternative service. **U.S. Great Lakes.**



File: [TB09003](#) Tank Barge - Inland: 195.0' loa x 35.0' beam x 10.0' depth. Built in 1943 by Levingston Shipbldg; Orange, TX. U.S. flag. GRT/NRT: 584. **Capacity: 9,000bbl.** This former oil hauling barge traded in fresh water service most of its history. It has been cleaned and is gas free. A good candidate for conversion to deck barge. **U.S. Great Lakes. Available prompt.**



File: [TB40335](#) Double Hull Tank Barge - Coastal: 335.0' loa x 320.0' lbp x 54.0' beam x 26.5' depth x 3.50' light draft x 16.80' loaded draft. Built in 1955 by Ingalls Shipbuilding; Pascagoula, MS. Rebuilt: 1978. U.S. flag. GRT/NRT: 3,793. ABS Great Lakes Loadline exp May 2021, USCG Grade "E" COI exp. Feb 2021. Dwt: 5,700T. Rakes: Double. **Capacity: 41,000bbl.** Tanks: 5. **Coiled.** Pumps: 2 - 2,500gpm Layne Centrifugal deep well cargo / GM8-71 diesel powered. 1 - 3,500lb stockless anchor. Wire/Chain: 600' 2". Windlass: Electro Hyd (Skipper hyd). Gensets: 2 - 99kW / GM6-71 480vAC, 3PH, 60Hz. **Heated asphalt barge.** Raised trunk. 5 cylindrical cargo tanks. Double hull. Double chine bow, raked stern fitted with skegs & notch for tug. 8.0 million BTU/h vapor-liquid phase heater. Outlet temperature 385deg F. Barge has worked in fresh water since 1990. Unmanned barge. Approved for Grade E combustible materials in molten form. **U.S. Great Lakes.**

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. M/Es: 2 x Cummins QSK-19 Tier III total 2,100BHP. 2 - 36" x 48" FP props on 4" stainless shafts. **Speed about 30kn.** Genset: 1 - 20kW / Northern Lights. AirCon. Galley. 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. **U.S. East Coast. Prompt.**



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; 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.** Genset: 1 - 20kW / Northern Lights. **Passengers: 48.** Steel hulled crew boat / water taxi. Reportedly in very good condition. **U.S. West Coast.**



File: [CB06827](#) Crew Boat: 68.0' loa x 24.0' beam x 10.0' depth x 5.00' loaded draft. **Built in 2012** by Austal. St Vincent/Grenadine flag. GRT: 50. Last DD in 2019. FO: 1,800g. FW: 200g. Main Engines: 2 x MTU 10V200 total 2,400BHP. Rolls Royce 45A3 Water Jet props. Port M/E replaced and Stbd overhauled both in 2019. **Speed about 20-28kn on 64-80g/hr.** Gensets: 2 - 50kW / Cummins/Onan 120/208vAC 3Ph 60Hz (new 2019). Quarters: 4 in 2 cabins. **Passengers: 28. Catamaran type.** Possible alternate uses could include: recreational dive boat, whale watching excursion type, small pax ferry, survey, educational, windfarm support and security role. List of 2019 DD works available. Engine report available on request. Owner open to potential short and long term charters. **Caribbean.**



Offshore Support, Continued



File: [CB14033](#) Crew Boat: 140.0' loa x 29.0' beam x 14.0' depth x 5.50' light draft x 8.50' loaded draft. Built in 1998 by C & G Boat Works; AL. U.S. flag. GRT: 89. Sub Ch T 200 NM exp. June 2023. Dwt: 225lt. Lt Disp.: 125lt. **Deck Cargo: 200LT on 87' x 25' clear deck.** FO: 19,796g. FW: 778g. DW: 35,682g. BW: 2,200g. M/Es: 5 x CAT 3412 total 4,125BHP. 5-FP props. **Speed about 21-23kn.** Pumps: Fuel/DW - 240gpm@150ft. Gensets: 2-90kW/John Deere. Firefighting: 1,000gpm monitor. 12 crew in 6 cabins. **Passengers: 61.** MOB davit retrieval system. Zero discharge capable. **U.S. Gulf Coast.**



File: [GS01330](#) Singledecker: 247.3' x 42.3' x 18.3' depth x 11.20' loaded draft. Built in 1972 by A/S Svendborg Skibsvy; Denmark. Rebuilt: 2000. U.S. flag. GRT: 1,301. Ex ABS Load-line. Last DD 2018. **Dwt: 1,330mt.** Lt Disp.: 787mt. Capacity: 85,200ft³ bale (max) in 3 holds. 3 hatch(es). Hatch Sizes: 60' x 32'. 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 prop on shaft. Range @ 35 days. M/E, gear, shaft and prop all new in 2000. Speed about 12kn on 1,600gpd MGO. Gensets: 1-245kW/CAT 3406, 1-160kW/CAT 3306, 2-CAT C.7.1. Quarters: 11 persons. **General purpose / break-bulk / container vessel. 110 TEU.** U.S. Coastwise privileges (US GRT 497/NRT 414). Bulbous bow. Gearless. Reefer plugs. **U.S. Southeast.**



File: [LC05718](#) Landing Craft: 62.0' x 18.3' x 3.0' depth x 1.80' lt draft x 2.33' load draft. **Built in 2011** by Armstrong Marine; WA. U.S. flag. GRT: 21. USCG COI exp. Aug. 2021. Lt Disp.: 27T. **Deck Cargo: 20T on 40' x 16' clear deck.** FO: 900g. FW: 55g. M/Es: 3 x Scania total 1,950BHP. 3-Ultrajet UJ410 waterjets. Genset: 1-15kW/MagnaPlus 60Hz 3Ph. Quarters: 2 crew. **Passengers: 36.** Shallow water roll-on, roll off with a planing hull. **25-30kn loaded & 26kn cruising speed.** Extra 10.3' x 10' clear deck under wheelhouse to stern. Hazmat certified. FLIR Thermal imaging. Bow ramp. Three self-contained, climate controlled passenger "pods" can be fitted to the deck for up to 36 sheltered passengers (included in sale). **U.S. Northwest.**



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 BOMES Marine; Tanjin, China. Singapore flag. GRT: 10,835. ABS +A1, E, OSV / Deck Cargo Carrier, +AMS, +ACCU, +DPS-2. Docking overdue 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. Firefighting: 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. Communications IAW SOLAS. 1 - 20 person lifeboat. 2 - 20 person inflatable life rafts. Suez Tonnage: 11,060.26G / 8,410.54N. **Southeast Asia.**



File: [LC11534](#) Landing Craft: 115.0' x 34.0' x 5.1' depth. Built in 1956 by Avondale Marine. U.S. flag. GRT: 97. No class. **Deck Cargo: 200T on 72'x29.5' clear deck.** FO: 16,500g. FW: 10,000g. No crane. Winch: Single drum Clyde / hydraulic. Wire: 1,500' x 1.1/8". M/Es: 3 x CAT 3406 total 1,005BHP. 38" x 31" props on 3" stainless shafts. Center M/E replaced Fall 2003. All M/E rebuilt last 3-4 years. Pumps: 2-2" & 1-4" bilge, 1-2" washdown & 1-1" FW. Gensets: 1-40kW/Isuzu; 1-65kW/CAT 3304; 25kW Northern Lights. 58" steel bulwarks. 14.5' wide bow ramp hydraulically operated. **16TEU capacity.** Drydocked winter months with extensive work each season. **Hauls deck cargo & pushes barges. U.S. Northwest.**



File: [LC17036](#) Landing Craft: 170.0' x 36.0' x 10.0' depth x 4.00' lt draft x 5.00' load draft. Built in 1999 by Mariner LLC; 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 abt 6-7kn on 60-70g/hr. Gensets: 2-60kW/John Deere. 9 in 3 cabins. Bow ramp 20' x 22'. Raised pilothouse with cargo space underneath. **Caribbean.**

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



Offshore Support, Continued



File: [SU20536](#) Supply Boat: 205.0' x 46.0' x 15.0'. Built 2008 by Master Boat Builders; AL. U.S. flag. GRT: 97. ABS +A1 +AMS +DP2 US Domestic Service. USCG COI all certs expired 2018. Laid up. Dwt: 1,211lt. **Deck Cargo: 925LT on 132' x 40' clear deck.** FO: 98,000g. FW: 12,000g. BW: 74,000g. Dry Bulk: 6,000ft³ (6 tanks). Liq. Mud: 2,352bbl. M/Es: 2 x CAT 3512B total 3,150BHP. 2- FP props. 450HP stern thruster, 2-450HP bow thrusters. Speed abt 13.5kn. Genset: 1 - 1,650kW 480vAC 60Hz 3 Ph. Firefighting: 1-1,250gpm monitor. 22 in 6 cabins. OSV **DP2**. ITC GRT 878 / NRT 263. **U.S. Gulf Coast.**



File: [SU21400](#) Supply Boat - AHTS: 220.0' x 42.0' x 14.0' depth x 13.85' load draft. Built in 1982 by Halter Marine; LA. U.S. flag. GRT: 490. ABS loadline exp. 2017. Laid up. USCG Subch. I. Dwt: 2,270lt. Deck Cargo: 510LT on 108' x 32' clear deck. FO: 103,576g. DW: 219,400g. Dry Bulk: 6,000ft³ in 4 tanks. Liq. Mud: 2,200BBL. Winch: Fritz-Culver/Brattvaag dbl drum w/f. Line Pull: 290MT. Stern Roller. M/Es: 2 x EMD 16-645E7B total **7,340BHP**. 2 - FP props. Kort nozzles. Retractable omni-thrust 1,200HP stern thruster. Bowthruster 535HP. **Bollard Pull: 103MT.** Speed about 16kn. Gensets: 2-150kW. 800gpm Aurora fire pump with Elkhart monitor. 22 persons total. Chain lockers: 4-3,000' 3" chain; 4-3,600' 3.25" chain. 300MT Shark jaw. 150T tow pins. FW/DW/BW capacity combined. 2 - 10T tuggers. Joystick. **U.S. Gulf Coast.**



File: [SU22970](#) Supply Boat - AHTS: 229.6' x 55.1' x 24.6' depth. Built in 2007 by Jaya Shipbldg.; Singapore. Malaysia flag. GRT: 2,708. ABS +A1, (E), OSV-AH, FiFi-1, +AMS, +DPS2, +ACCU. Laid up. Dwt: 2,000mt. 800mt on 450m² clear deck. FO: 990m³. FW: 490m³. DW: 510m³. Dry Bulk: 8,000ft³ in 4 tanks. Liq. Mud: 390m³. Crane: 1 - 2T@12m / 5.9T@6m. Winch: Brattvaag SL300W dbl drum. 2-10T tuggers. 2-10T capstans. Wire: 2-2,000m 76mm. Stern Roller. M/Es: 2 x Wartsila 8L32 total **10,880BHP**. Wartsila Lips CP in nozzles. 2-2,300kW 440vAC 60Hz shaft alternators. Bowthruster 2 - 680kW. **BP: 120mt.** Speed abt 12-14kn. Pumps: FO: 200m³/hr.; FW: 120m³/hr.; DW: 150m³/hr.; Liq Mud 2 - 75m³/hr. Gensets: 2-370kW; 1-60kW. FiFi-1. 40 in 25 cabins. 680kW stern thruster. Karmfork 300mt SWL. **Southeast Asia.**



File: [SU22988](#) Supply Boat: 229.7' x 55.1' x 24.6' dep x 20.67' loaded draft. Built in 2010 by Fujian Mawei Shipbuilding. Vanuatu flag. GRT: 2,369. ABS + A1, FiFi 1, OSV, E + AMS +DP2 UWILD. SS due Apr 2020. Dwt: 2,998mt. **1,300T on 130' x 45' clear deck.** FO: 1240m³. FW: 250m³. DW: 640m³. BW: 640m³. Dry Bulk: 190m³. Liq. Mud: 3760bbl. Crane: 2.2T. M/Es: 2 x Niigata 6L28HX total 4,930BHP. 2 - Azi props. 25,400nm range at 10kn. Bowthruster 2-818HP. Speed abt 11.5-13kn on 16-20m³. Gensets: 3-800kW, 1-330kW, 1-80kW Cummins. FiFi-1. 26 in 12 cabins. KCM 70M Design. Oil dispersant - 5,660g. FiFi Foam - 5,660g. DP-2. 2-MRU; 2-DGPS, 1 - Laser based. SOLAS approved rescue boat. **Mid East.**



File: [SU24051](#) Supply Boat: 240.8' x 54.4' x 24.9' depth x 21.06' loaded draft. Built in 2006 by Akeryard Langsten, Norway. Singapore flag. GRT: 2,465. DNV + 1A1, FIFI, SF, LFL, DGP, E0, Dynopos-Autr DK (+). Dwt: 3,570mt. **1,600MT on 700m² clear deck.** FO: 1,070m³. FW: 1,000m³. BW: 745m³. Dry Bulk: 340m³. Liq. Mud: 1,070m³. Crane: 1 - 3MT, 12m. 2 - mooring winches. M/Es: 2 x CAT 3606 total 5,444BHP. 2 - 2,900mm 4-blade CP props. 2 - 588kW stern thrusters. Bowthruster 2 - 588kW. Speed about 14kn free. Gensets: 2 - 320kW; 2 - 1,300kW; 1 - 70kW. Quarters: 34. **DP-2 PSV.** VS 470 MK II design. Working. **Mid East.**



File: [SU24138](#) Supply Boat: 241.5' x 52.5' x 23.0' depth x 19.10' loaded draft. Built in 2010 by PT Nanindah Mutiara Shipyard; Batam. Bahamas flag. GRT: 2,175. DNV-GL +1A1 FiFi (I+) Clean DK (+) DYNPOS(AUTR) E0 HL(2.8) SF TMON. Expired Dec 2020. Dwt: 3,250T. Main Engines: 2 x MAK 6M25 total 5,384BHP. 2 - CP props. 2 - 590kW stern tunnel thrusters. Bowthruster 2 - 590kW. Speed about 11kn. Gensets: 2-1,800kW / shaft, 2-310kW / CAT 3406 AC. UT755LN. **DP2. Europe Northern.**



Offshore Support, Concluded



File: [SU25267](#) Supply Boat - AHTS: 252.6' x 67.2' x 26.2' depth. Built 2000 by Ulstein Verft: Norway. Isle of Man flag. GRT: 3,485. DNV-GL +1A1 Supply Tug DYNPOS(AUT) E0 Ice(C) SF. Overdue Aug 2020. Dwt: 2,964mt. 1,900mt on 497m2 clear deck. FO: 1,363m3. FW: 588m3. DW: 1,410m3. Crane: 1-2mt@16m. AHT winch. Stern Roller. M/Es: 4 x Bergen BRM-8 total **19,203BHP. 2-CP props. 1,200HP tunnel & 1,200HP azi fwd; 2-1,200HP tunnel thrust aft. Bowthruster 1,200HP. Speed abt 12kn. Gensets: 2-3,000kVA, 2-450kW, 1-99kW. 40 berths. UT 750 design. **DP-1. Europe Northern.****



File: [SU26568](#) Supply Boat - AHTS: 265.8' x 68.9' x 28.2' dep x 24.97' load draft. Built in 2001 by Flekkefjor Slip & Maskinfabrikk A.S.; Norway. Norway flag. GRT: 4,604. DNV-GL +1A1 Supply Tug DK(+) DYNPOS(AUTR) E0 HL(2.5) SF TMON - Overdue 2017. Dwt: 4,138mt. Lt Disp.: 1,381mt. 580m2 clear deck. FO: 1,642m3. FW: 597m3. DW: 1,785m3. Dry Bulk: 267m3. Liq. Mud: 846m3. Crane: 10T @ 13m; 1-6.1T. 250T A-frame. Winch: Ulstein Brattvaag. Line Pull: 650T Brake. Stern Roller. M/Es: 2 x Wartsila 16V32 total **20,000BHP. 2-CP props. 1-1,910HP tunnel & 1,072HP azi fwd, 1-1,180HP stern thruster. Bowthruster 1,910HP. **BP: 240T**. Speed abt 13-18.3kn. Gensets: 2-2,480kW, 1-1,00kW, 1-1,125kW, 1-315kW. 52 in 35 cabins. VS 480 design. **Kongsberg / Simrad Double DP, Class AUTS 2. Europe Northern.****



File: [SU27877](#) Maintenance Vessel: 278.9' x 72.2' x 26.2' depth. Built in 2018 by Guangzhou Hantong Shipbldg.; China. Malaysia flag. GRT: 4,941. ABS +A1, (E) FiFi-1, +AMS, +ACCU, +DPS-2, Helidk, Unrestricted. Dwt: 3,098mt. 800T on 730m2 clear deck. FO: 1,150m3. FW: 744.2m3. DW: 1,750m3. Dry Bulk: 226m3. Liq. Mud: 410m3. Crane: 100T @ 15m SWL AHC function. Winch: 2 - 10T Tuggers. M/Es: 2 x Niigata 6L28AH total **6,000BHP. 2 - azi props. Bowthruster 2-1,072HP. Speed abt 10-12kn. Gensets: 3-800kW, 2-1,500kW, 1-192kW. FiFi-1. 200 in 98 cabins. **DP2 subsea support / maintenance vessel**. Heeling tank 440m3. 8m x 8m **moon pool**. **Helideck**. Four-point mooring. **Southeast Asia.****

Offshore Support Market, Cont'd.

three fewer 7-8,000HP AHTSs offered. In today's market many additional vessels, probably equal to or greater than the number "officially" listed can be developed on a private & confidential basis – just a phone call or e-mail away. In general, serious buyers can pick up relatively newer vessels now than in the past. February 2016, the average age of all AHTSs for sale was 17 years old, where U.S.-flag vessels averaged 29 years and foreign -flag AHTSs averaged 17 year. Today, the average age is 15 years old, with U.S.-flag AHTSs averaging 25 years and foreign -flag averaging 14 years old. At the time of this report, 42 tug supply boats officially for sale were either built within the last 10 years or are newbuilding re-sales. Only 10.39% of tug supply boats are 25 years of age. One 5,150BHP and one 12,240BHP newbuilding AHTS resales were scheduled for delivery in 2020. Five years ago, 32.62% of AHTSs for sale were at least 25 years old; one year ago, 12.33% were at least 25 years old; both more than today's 10.39%, reflecting the purging of older units from the fleets over the past five years. At February 2021, the oldest AHTS available from Marcon was built in 1971.

Compared to one year ago, we have 75 more PSVs listed for sale. The greatest changes in the vessel size composition are 27 more over 240' with an average age of 14 years vs 13, 19 more 200'-220' (16 years old vs 17 years old), 13 more 220'-240' (21 years vs 22 years) and six more each 150'-160' (20 vs 21 years) and 180'-190' (24 vs 33 years) PSVs presently on the market. Unlike the anchor handling tug supply boats, PSVs now being offered are generally older than those offered back in February 2016 with the average age of all available for sale increasing from 17 years of age to 20 years old now. As of this report, Marcon officially has available 37 supply boats built within the last ten years, which includes two 213', 4,000BHP newbuilding re-sales which were scheduled for delivery in 2020 in the Far East. 44 PSVs, or 19.91%, are 25 years of age or older, with the oldest PSV listed built in 1971 - compared to one year ago when 42 PSVs (28.77%) were older than 25 years with the oldest a 1971-built PSV. Five years ago, the two oldest PSVs on the market for sale were built in 1969, but 44 PSVs (33.59%) were older than 25 years.

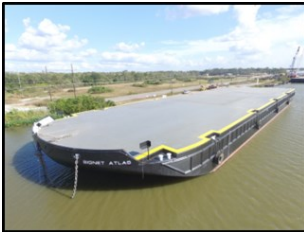
February 2021's number of crew boats officially on the market for sale by Marcon at 237 is up five from one year ago in March 2020 and up 18, or 8.22%, from five years ago in February 2016. Over the last year, composition of LOA ranges has changed with the biggest shifts being six fewer 30'-40' LOA with an average age of 21 years (vs. 20 years old one year ago), five more 130' and up LOA (average age now 18 vs. 17 one year ago), four more 60'-70' LOA (25 years old now vs. 31 years old March 2020) and four fewer 30'-40' LOA (24 years vs. 25 years) crew boats offered. As of this report, 25.32% of the crew boats available are less than 10 years old, up from the 23.28% reported one year ago, but down from the 33.33% 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 the age of crew boats on the market. Five years ago, the average age of all on the market through Marcon was 18 years, compared to 21 years one year ago and 22 years

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



Marcon's Recent Sales

Marcon concluded 22 sales, tows or charters in 2020, including five inland deck barges, two ocean deck barges, two ocean tank barges, eight tugs, a PSV, a crew boat, a landing craft, a passenger day vessel and a pair of Manitowoc 390 winches.



December 31, 2020 - The 300' x 100' x 20' U.S. flag ocean deck barge "Signet Atlas" was sold to U.S. West Coast buyers SeaTac Marine Services. She joined SeaTac Marine's Alaska and Pacific Coastwise Trade.

November 10, 2020 - Marcon International, Inc. is pleased to report the successful towage of a U.S. flag 20,000 barrel double-hull ocean tank barge (our file TB20021) from Puerto Rico to a shipyard in the Gulf of Mexico. The barge was repositioned for drydocking and renewal of her ABS loadline, after which she may be sold.



October 7, 2020 - Crowley Marine sold its 7,200HP Invader series tug "Hunter" to private Washingtonian interests. The tug is often referred to as the "fastest tug in the Puget Sound" due to its frequent wins in annual Seattle Maritime Festival tug races.



September 2, 2020 - The 3,000BHP tug "Noelani" was sold on private and confidential terms recently. The tug was originally built in 1965 for the U.S. Navy as the "Winnemucca". She served our country well for over 30 years, receiving many citations and awards for meritorious service prior to her conversion to civilian use in 2004.



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.

Offshore Support Market, Concl'd.

as of this report. Older U.S.-flagged vessels remain on the market, aging from 24 years in 2016 to 30 years in both 2020 and now. Foreign flagged crew boats' age remained steady at 15 years at all three time points, but are still almost half the age of U.S. vessels. According to IHS Fairplay Sea-web, of crew boats greater than 99GT, 47 are shown as of February 9, 2021 as scuttled, scrapped or to be broken up. This is up 15 or 46.88% from one year ago. We have seen this same trend in smaller crew boats as we are told that they were scrapped by owners due to lack of work and purchase interest.

According to *IHS Fairplay Sea-Web*, as of February 9, 2021, there were 7,230 "sea-going" supply vessels over 100GRT worldwide. This is down 0.25% or 18 vessels since March 2020, reflecting the continued scrapping of older OSVs that had been laid up for the past few years. Total horsepower of this fleet is 40,925,980BHP, down 226,693BHP or 0.55% since last year. The largest national fleet of supply vessels worldwide in horsepower and count sails under U.S. registry, with the U.S. operating 805 supply vessels, or 11.13% of the world market, totaling 4,034,059HP (9.86% of global HP) with an 18.8 year average age, the same as the worldwide fleet. Since March 2020, the U.S. fleet declined by 1.83%, or 15 OSVs, while horsepower decreased 53,552BHP or 1.31%. Compared to five years ago, February 2016, the worldwide fleet is down 4.02% or 303 vessels while horsepower is down 2.54% or 1,065,091BHP. Average horsepower increased from 5,574BHP to 5,661BHP over the past five years, reflecting the trend of higher horsepower vessels replacing older units. The U.S. fleet is down 160 vessels, or 16.58%, total horsepower decreased by 14.10% or 662,397BHP and average horsepower increased from 4,867BHP to 5,011BHP.

According to **Colton Co.**, only one offshore service vessel, the 204' PSV "Seacor Mixtexa" for Seacor Offshore, was delivered from US shipyards in 2020. This is compared to five offshore service vessels delivered in 2019 and five in 2018. According to the **U.S. Coast Guard Merchant Vessels of the U.S.** database, four offshore service vessels, including the "Seacor Mixtexa" were built in 2020; two built in 2019 and six built in 2018.

Since Marcon's first sale in 1983, we have sold or chartered 1,516 vessels and barges, including 83 PSVs, 80 AHTS totaling 383,363BHP, 110 crew / pilot boats, 34 research / survey vessels, 20 utility boats, 19 seismic vessels, nine dive vessels and one drill ship.

About Marcon

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.

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