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

## Offshore & Inland Towing Markets Update

By Marcon Staff

Marcon has closed 13 sales to date in 2022, after ending 2021 with ten sales and one charter. This aligns with positive sentiment overall. Activity has nearly doubled compared to 2021 (our worst year ever) and it seems we have finally broken out of the Covid-19 overhang. Operating tugs and barges are in short supply both in the US and international market. Across the age spectrum, the lack of inventory on the second-hand market is our biggest challenge as brokers. Inquiries have steadily increased, especially for ocean deck barges. The rise in diesel prices has refocused buyers on fuel efficiency, creating greater demand for lower BHP "right-sized" tugs. Gone are the days of buying or chartering a 6,000BHP tug to do a job that a 4,000BHP tug can do. Inflation in general has driven up prices to maintain and reactivate tugs and barges, driving the prices of units with current certificates higher. We have also seen several examples of engine and other part shortages, pushing some buyers away from taking on laid-up vessels. Higher oil prices have driven marginal demand for offshore towing and barges, hitting an already tight market. Anticipation of wind projects has several owners holding onto various currently under-utilized tugs and barges. Although there is no way to predict the future, it seems we have at least a few decent years ahead, just getting caught up from the work delayed during the pandemic.

The U.S. inland market has been stronger in 2022. Major drivers continue to include supply chain disruptions, the war in Ukraine, general inflationary pressures and high fuel prices. Grain transportation by barge is still running about 10 percent higher than last year for the same period, but declining in recent weeks as international markets expect supplies from Ukraine to resume. In late July when this analysis was originally written, average U.S. diesel fuel prices had recently decreased slightly, but were still up at around \$5.25 per gallon, compared to around \$3.35 per gallon last year (an increase of over 50%). The inland tank barge market is seeing increase utilization and higher rates. Both dry cargo and tank barge operators are facing higher fuel costs and generally high inflationary pressures impacting margins. Operators hope to offset inflated costs against higher rates in the second half of 2022 and into 2023 to restore margins. Supply chain disruptions are expected to continue to gradually improve as the pandemic is further in the rearview mirror. Although demand is strong for inland push boats, second hand supply continues to be very limited. Overall Marcon has seen an increase in activity across several maritime sectors in the first half of 2022, with a limited supply of good second-hand vessels and barges being the primary factor influencing the number of sales.

Of the 13,448 vessels and 3,719 barges that Marcon tracked as of May 2022, 5,198 are tugs with 409 officially on the market for sale worldwide, down 66 or 13.89% from one year ago, May 2021, and down 184 or 31.03% from May 2017. 96.26% of U.S. and 43.71% of foreign tugboats for sale are direct from Owners. 81 or 19.80% of the tugs worldwide, primarily foreign flagged, were built within the last 10 years, are newbuilding re-sales or currently under construction – compared to 29.47% one year ago and 30.69% five years ago. 67 (16.38%) are over 50 years of age. Eleven have no age listed. The oldest tug

(Continued on page 13)

## Featured Listings



**CB07819**  
Pilot Boat



**CB14035**  
Crewboat



**MB21082**  
Hover Barge



**MB40010**  
Crane Barge - Inland



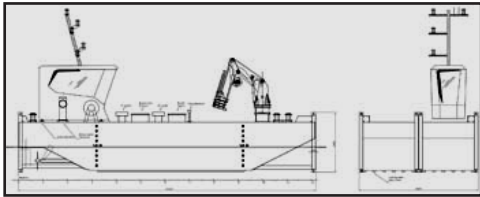
**SU18163**  
Supply Boat - AHTS



**TG22131**  
Tug - ATB - Twin



## Towing & Barges



**File: [TG02042](#) Tug - Twin Screw:** 40.0' x 16.0' x 3.28' loaded draft by European SY. Foreign flag. DNV-GL 100A5 Workboat IV, Inland navigation certificate (ES-TRIN), CSC Safety Approval. Light Disp.: 35mt. Crane: 5.4mt (2.5 @ 2.5m). M/Es: 2 x Volvo Penta D8MH Stage V total 210BHP. Bollard Pull: 4,000kg. Speed about 7kn. Newbuilding stock open workboat. Specially designed and constructed for rope/wire handling, towing, crew tendering, assisting on salvaging and diver assistance. Heavy duty constructed vessel for ultra-low maintenance and long lifetime. Closed keel cooling. **Europe.**



**File: [TG13001](#) Tug - Twin Screw:** 53.2' lbp x 20.1' x 5.9'. Built in 1949 by Foss Launch & Tug Co. U.S. flag. GRT: 45. None. FO: 3,900g. FW: 300g. Winch: Single Drum. M/Es: 2 x CAT 3412 total 1,340BHP. 2 - FP props on 5" shafts. Bollard Pull: 33,550lb. Gensets: 1 - 20kW / Northern Lights, 1 - 7.5kW / Onan. All welded steel construction. MSD system. Extensively rebuilt in 1996. **U.S. Northwest.**



**File: [TG15002](#) Tug - Single Screw:** 87.0' x 24.0' x 9.8'. Built in 1943 by George Lawley & Son; Mass. U.S. flag. GRT: 139. FO: 29,300g. FW: 2,000g. Winch: Single Drum/GM3-71 powered. Wire: 1,650' x 1.75". M/E: 1 x EMD 12-645E2 total 1,500BHP. 80" x 76" Lips 5-blade SS props on 9" shafts. M/E & Gear re-built 1999. Bollard Pull: 22.5T. Speed about 12kn max. Gensets: 2 - 60kW/ 208-220vAC. Quarters: 5. Welded steel construction. Steerable kort nozzle hydraulically powered. 20' height of eye. Stacked. **U.S. West Coast.**



**File: [TG16046](#) / [TG16047](#) Tug - Twin Screw (Two Available):** 84.6' x 26.0' x 12.5'. Built in 2012 by Moxen SY, Malaysia. Singapore flag. GRT: 198. NKK. FO: 200T. FW: 80T. Winch: Tow, 25T SWL Tow hook. M/Es: 2 x CAT 3412D total 1,696BHP. 2 props. Kort nozzles. Bollard Pull: 21-22T. Speed about 11kn. Gensets: 2 - 50kW / Yanmar. Quarters: 10 crew. **Southeast Asia.**



**File: [TG18058](#) Tug - Triple Screw:** 92.0' x 36.0' x 8.5'. Built in 2010 by Fred Wahl SY; OR. U.S. flag. GRT: 165. ABS Ocean L/L. USCG Sub M. FO: 23,000g. FW: 2,000g. BW: 25,000g. M/Es: 3 x CAT C18 total 1,800BHP. 3 - 50" x 34" FP props. Tier 2 / Acert. BP: 33,000lb. Gensets: 2 - 99kW / CAT C4.4; 1 - 30kW / CAT C2.2. Quarters: 10 bunks / 3 heads. AirCon. Galley. Shallow draft arctic tug. Push knees forward. Tunneled stern for propellers. Steel hull, aluminum house. King River Class. Water maker. Tier II M/Es and gensets. Fuel centrifuge. MSD for up to 12 persons. Markey electric bow winch with 2" plasma line. Markey TES-22 electric towing winch with galvanized 1,500' x 1.375" wire. 6T Palfinger deck crane. 2 Nabrico 45T make-up winches. Recent drydock. **U.S. Northwest.**



**File: [TG21074](#) Tug - Twin Screw:** 73.8' x 23.8' x 12.3'. Built in 1995 by Damen SY / Tczew Stocznia SP Z. Panama flag. GRT: 135. LR +100 A1 LMC Tug, Coastal Service. Special & Docking Surveys due Jun 2020. In lay-up. Ex ABS. FO: 42.58m3. FW: 9.26m3. Winch: Mampaey Tow Hook SWL 45.9mt. M/Es: 2 x Cummins KTA-38-M total 2,100BHP. 2 - 1,900mm Bronze FP props. Kort nozzles. BP: 25.4mt. Speed about 12kn free. Pumps: GS/Bilge: 2. Gensets: 2 - 50kW / Cummins 110/440vAC 60Hz. Fifi: 500m3/h pump + monitor. Quarters: 4 crew. Damen Stan tug 2207. **Caribbean.**



**File: [TG21093](#) Tug - Twin Screw:** 90.0' x 32.0' x 11.2'. Built in 1982 by Dakota Creek Ind.; WA. U.S. flag. GRT: 147. USCG COI Sub. M exp. Sep 2025. FO: 60,000g. FW: 4,000g. Winch: Single drum Smatco. Wire: 1,900' x 1 3/4". M/Es: 2 x CAT 3512 total 2,110BHP. 2 - 4-blade FP 77" x 73" props. BP: 23.5T. Gensets: 2 - CAT 3304. Quarters: 4-2 person cabins / 2 heads. Steel hull / aluminum house construction. Shaft Brakes. Push knees forward. Formerly ABS + A1 + AMS Class. 77" diameter x 73' pitch propellers in kort nozzles. Flanking rudders removed in spring of 2021, but all the components left in the rudder room and they can be added back easily (flanking rudders stored at owner's shop). Recently drydocked where completed Sub M certification. **U.S. Northwest.**

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





## Towing & Barges, Continued



**File: [TG22131](#) Tug - ATB - Twin Screw:** 110.5' x 34.1' x 13.1'. Built in 1976 by Allied Shipbuilders; BC. Canada flag. GRT: 395. Transport Canada Near Coastal Class 2. Annual Safety Inspection due Mar 2023; D/D due Jan 2023. Dwt: 250T. 46.5m<sup>2</sup> clear deck. FO: 221m<sup>3</sup>. FW: 16.9m<sup>3</sup>. Winch: Burrard HF-D double drum. Line Pull: 24.7T. Wire: 760m x 44.5mm. M/Es: 2 x CAT D399TA total 2,250BHP. 2 - 83.3" x 79.3" FP props. Kort nozzles. BP: 27.2T. Speed about 8-13kn on 5.77-8.46T. Gensets: 2 - 125kW / CAT 3306T 480v 60Hz 3ph. Fifi: 682Lpm fire / ballast pump. 10 in 9 cabins. Fitted with upper pilothouse in 2005. Ex-LR 100 A1 Tug Ice Class 1 Arctic Type A (discontinued). Hydraulic towing pins with 12" roller. **Canada West Coast.**



**File: [TG39002](#) Tug - Twin Screw:** 139.0' x 34.0' x 17.2'. Built in 1976 by Burton Shipyard; TX. Rebuilt: 2000. U.S. flag. GRT: 198. ABS +A1, Towing Service +AMS. D/D & S/S overdue Sept 2015. Dwt: 647T. FO: 129,000g. FW: 12,300g. BW: 122,400g. Winch: Double drum Intercon 74077. Line Pull: 100T. Wire: 2 x 2,200' 2". M/Es: 2 x EMD 16-645E6 total 4,200BHP. 2 - 115"x88" 4-blade stainless props. 12,400nm range @ 10kn. BP: 52.5ST. Speed about 10-12.5kn on 104-179gph. Gensets: 2 - 99kW / GM8V71 450v 60Hz. 8 berths. Hydraulic tow pins. 65T electric barge winches. Tanks coated at last drydocking. Low M/E and reduction gear running hours and machinery is all in very good overall condition. Laid up in fresh water. **U.S. West Coast.**



**File: [TG39139](#) Tug - Twin Screw:** 139.0' x 34.0' x 17.2'. 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 Double drum. Line Pull: 100T. Wire: 2 - 2,500' x 2". M/Es: 2 x EMD 16-645E6 total 3,900BHP. 2 - FP 115" x 90" 4-blade props. BP: 50T. Speed about 10kn on 165gph. Gensets: 2 - 100kW. 14 in 6 rooms. 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.**



**File: [TG40022](#) Tug - Twin Screw:** 109.0' x 31.0' x 14.0'. Built in 1975 by Halter Marine Services Inc. U.S. flag. GRT: 198. ABS +A1 Towing Service, +AMS, S/S due Nov 2019. FO: 83,302g. FW: 5,086g. BW: 11,411g. Winch: Markey single drum. Wire: 2,000' x 2". Stern Roller. M/Es: 2 x EMD 16-645E6 total 4,000BHP. 100"x76" 4-blade props. Speed about 8.5-10kn on 80-95gph. Gensets: 2 - 99kW / GM6-71. 10 in 5 cabins. Upper pilothouse. Molded "D" fendering system. Tug laid-up since early 2020. **U.S. Northeast.**



**File: [TG44038](#) Tug - Twin Screw:** 131.2' x 38.7' x 15.1'. Built in 2021 by Malaysian SY. Foreign flag. IACS. Dwt: 345mt. 150m<sup>3</sup> clear deck. FO: 370m<sup>3</sup>. BW: 100m<sup>3</sup>. Crane: 3T Hydraulic with 5m outreach. Winch: Double Drum Waterfall - 150T Brake. Line Pull: 75T. Wire: 1,000m x 50mm. Stern Roller. M/Es: 2 x Cummins QSK60-M (Tier I) total 4,400BHP. 2 - 4 blade FP props. Kort nozzles. Bowthruster 5mt. Bollard Pull: 53mt. Speed about 12kn. Gensets: 3 - 143kW / CAT C6.6 415V/3PH. FiFi-1/2, 2 - 1,200m<sup>3</sup>/hr. monitors. 20 in 2-1, 1-2, 4-4 person cabins. AHT. Newbuild resale from owner. 200t Shark Jaws / Tow Pins. 2 - 5mt tuggers and 2 - 5mt capstans. To be completed at shipyard after contract & deposit lodged. Build spec, GA and price idea available on request. **Southeast Asia.**



**File: [TG72164](#) Tug - Twin Screw:** 136.2' x 36.5' x 19.2'. Built in 1976 by McDermott SY; LA. U.S. flag. GRT: 199. USCG COI Sub. M exp. Mar 2027. 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 20-645E7B total 7,200BHP. 132" x 82-88" 5-blade stainless props. BP: 75ST. Speed about 16kn free. Gensets: 2 - 105kW / CAT3304. 10 crew in 5 cabins. Triple rudders for close-quarter maneuverability & steering power to handle large tows. Hydraulic tow pins. **U.S. Northwest.**



**File: [TP09046](#) Push Boat:** 45.6' x 20.0' x 6.7'. Built in 1975 by Sabine River Fuel Co. U.S. flag. GRT: 69. Class: None. M/Es: 2 x Cummins KTA19-M total 900BHP. 2 - FP 48" x 48" props. Gensets: Cummins 4B3.9G. No flanking rudders. Laid-up. **U.S. Gulf Coast.**



## Towing & Barges, Continued



**File: TP09658 Push Boat:** 55.0' x 24.0' x 8.5'. Built in 1980 by V & M Shipyard. U.S. flag. GRT: 116. USCG COI Sub M Exp. Sep 2023. M/Es: 2 x Mitsubishi S6A3MPTA total 960BHP. 2 - FP 66" x 50" props. Gensets: JD4045TF285. Flanking rudders. Laid-up **U.S. Gulf Coast.**



**File: TP09664 Push Boat:** 60.0' x 25.0' x 9.5'. Built in 1981 by Balehi SY. U.S. flag. GRT: 154. USCG COI Sub M Exp. Feb 2024. M/Es: 2 x Mitsubishi total 960BHP. 2 - FP 58" x 66" props. Kort nozzles. Gensets: JD-4045TF285. Flanking rudders. Laid-up. **U.S. Gulf Coast.**



**File: TP10053 Push Boat:** 57.0' x 17.6' x 6.0'. Built in 1967 in Amelia, LA. U.S. flag. GRT: 42. M/Es: 2 x GM 12V71TI total 1,020BHP. WorkHorse 54"x45"x4" Stainless props. M/E 21,784 hours. Laid up but operational. Reduced price. **U.S. Midwest.**



**File: TP11062 Push Boat:** 60.0' x 22.0' x 8.2'. Built in 1978 by Orange Shipbuilding; TX USA. Rebuilt: 2014. U.S. flag. GRT: 91. USCG COI Sub M Exp Oct 2025. Dry-docking due. Laid-up. FO: 11,880g. FW: 2,657g. Winch: 2 - 20T Nabrico - Hydraulic/Electric. M/Es: 2 x Scania DI13 78M Tier 2 total 1,100BHP. 2 - FP props. Gensets: 2 - 40kW / Mitsubishi. Triple deck with 32' height of eye. Flanking rudders. Boat was completely refitted / repowered in 2014 after being gutted by a fire. Scania M/Es are Tier 2, 13 liter turbo charged. New machinery (including reduction gears) in 2014. Wheel house and all interior completely redone. F.A.S.T. marine sanitary device. **U.S. Gulf Coast.**



**File: TP12176 Double Hull Push Boat:** 75.0' x 26.0' x 8.6'. Built in 1982 by Superior Boat Works; LA USA. U.S. flag. GRT: 85. USCG COI Sub M Exp. Apr 2025. M/Es: 2 x Cummins 38M Tier 2 total 1,200BHP. 2 - FP 70" x 52" props. Gensets: Cummins 6CTA8.3. Retractable wheelhouse. No flanking rudders. Laid-up. **U.S. Gulf Coast.**



**File: TP18018 Push Boat:** 66.0' x 28.0' x 8.5'. Built in 1982 by Lemay Barge Sup. U.S. flag. GRT: 170. USCG COI Sub M Exp. Aug 2024. M/Es: 3 x Cummins KTA19 Tier 1 total 1,800BHP. 3 - FP 72" x 58" props. Gensets: JD4045TF285. Triple screw. Flanking rudders. Laid-up. **U.S. Gulf Coast.**



**File: TP28121 Push Boat:** 121.0' x 33.0' x 10.3'. Built in 1970 by Nashville Bridge; TN. U.S. flag. GRT: 349. Class: None. M/Es: 2 x EMD 8-645-E5 total 2,800BHP. 2-FP 90" x 88" props. Gensets: Cummins 6CTA8.3. Retractable wheelhouse. Flanking rudders. Laid-up. **U.S. Gulf Coast.**



**File: TP30060 Push Boat:** 60.0' x 54.0' x 12.0'. Built in 2005 by Halimar Shipyard. U.S. flag. GRT: 292. Class: None. FO: 31,000g. FW: 10,000g. M/Es: 2 x CAT 3512 total 3,000BHP. 2-75.75"x80" 4-blade Kaplan FP props. Kort nozzles. Rudders can operate independently. Gensets: 2 - 60kW / John Deere. 6 in 4 cabins. Towboat which was formerly in a barge combination with 275' x 54' x 12' lead & 260' x 54' second box barge. Air operated retractable wheelhouse. Minimum height 17'. Max height of eye 30'. Drydocked 30 April 2010 & props changed out to stainless steel. Laid-up. **U.S. Gulf Coast.**

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





## Towing & Barges, Continued



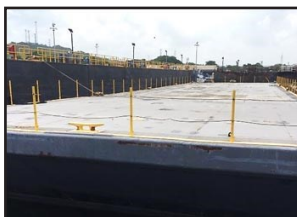
**File: [DB10727](#) / [DB10728](#) Double Hull Deck/Tank – Inland (Two Available):** 107.7' x 27.7' x 8.3'. Built in 1979 by Tacoma Boat Building; WA. U.S. flag. GRT/NRT: 141. Built to ABS +A1 Rivers and Inter-Coastal. Dwt: 295T. Lt Displ: 100T. Rakes: Double. Deck/Tank combo. Originally built to ABS +A1 Oil Barge for rivers and inter-coastal waterways service. Barge is double hulled. 75,000g capacity in 4 tanks. Reportedly in very good condition. Unit was last dry-docked and converted to existing arrangement in April 2022. **U.S. West Coast.**



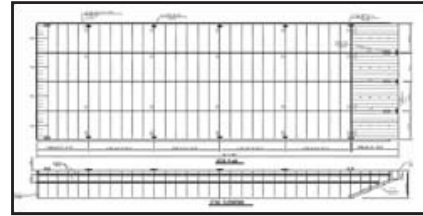
**File: [DB15440](#) Deck Barge - Coastal:** 154.0' x 40.6' x 8.2'. Built in 2008. Colombia flag. Dwt: 950T. Deck Load: 6MT/m2. Holds 60 TEU or 30 FEU. **Caribbean.**



**File: [DB19060](#) Deck Barge - Ocean:** 195.1'/187.0' lbp x 60.0' x 12.0'. Built in 2008 by Lad Services of LA. U.S. flag. GRT: 1,008. NRT: 302. ABS + A1 Barge. Dwt: 2,401lt. Lt Displ: 522lt. Deck Load: 2,400lb/ft2. Rakes: Double. Skegs aft. Bulkheads: 5 transv / 2 long'l. Watertight Compartments: 14. 1/2" plate bottom and 3/8" side shell. Two tow pads with 3/4" plate doublers. **U.S. East Coast.**



**File: [DB19768](#) / [DB19769](#) Deck Barge – Coastal (Two Available):** 197.8' x 51.2' x 14.3'. Built in 2016 by Astivik S.A.; Columbia. Foreign flag. Colombia SAC Load Line - Deck barge. Dwt: 2,500lt. Rakes: Bow. Steel flat deck cargo barge built out of existing hopper barge. 3/4" double bottom, no ballast. Since built have been barely used. Deck and structure new. **Caribbean.**



**File: [DB22073](#) Deck Barge - Ocean:** 220.0' x 60.0' x 14.0'. Built in 1998 by Corn Island Shipyard; IN. Canada flag. GRT: 1,366. NRT: 409. ABS +A1 Barge expired. Lt Displ: 645lt. Deck Cargo: 3,251lt. Deck Load: 2,500lb/ft2. Rakes: Bow only. Bulkheads: 3 long'l / 5 transv. Watertight Compartments: 24. All welded steel. Four 12" double barrel bits and two towing padeyes. **Canada East Coast. Prompt.**



**File: [DB23062](#) Deck Barge - Ocean:** 230.0'/196.8' lbp x 64.0' x 14.0'. 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, Brake Holding 87.5T, 1 - 15T single drum. Flat deck barge outfitted with winch system for 3-point mooring and scrawler crane. **Mediterranean.**



**File: [DB25021](#) / [DB25022](#) Deck Barge – Ocean (Two Available):** 250.0' x 80.0' x 16.0'. Built in 2014 by Yangzhou Topniche Shipbuilding; China. Mexico flag. GRT: 2,314. NRT: 694. ABS +A1 Barge. Dwt: 5,427st. Deck Load: 4,095lbs/ft2. Rakes: Double. Bulkheads: 7 Transv / 1 Long. All void spaces are coated and suitable for ballasting. **Mexico East Coast.**



**File: [DB28084](#) Deck Barge - Ocean:** 280.0' x 80.0' x 18.0'. Built in 2010. Australia flag. GRT: 2,620. BV I Hull, Pontoon. Dwt: 5,908mt. Lt Displ: 1,366mt. Deck Load: 15mt/m2. 1 - 1,500kg stockless bower anchors. Crane: A-Frame forward. Winch: 1 - manual anchor. Flat top deck cargo barge. Three forward Smit brackets. Four deck type mooring bollard at port and five at aft. One hydraulic recovery winch forward. Sidewall. Cemented deck. Tire fenders. Three solar powered Colreg type navigation lights. **By Arrangement.**



## Towing & Barges, Continued



**File: DB28093 Deck Barge - Ocean:** 280.0' x 90.0' x 18.0'. Built in 2010. Australia flag. GRT: 3,709. ABS A1 Barge. Dwt: 8,020mt. Lt Displ: 1,840mt. Deck Load: 15mt/m<sup>2</sup>. 1 - 2,100kg stockless bower anchors. A-Frame forward. Winch: 1 - hydraulic anchor. Ballastable flat top deck cargo steel barge. Three forward Smit brackets. Four each deck type mooring bollard at port and at aft. One hydraulic recovery winch forward. Sidewall. Cemented deck. Tire fenders. Three solar powered Colreg type navigation lights. **By Arrangement.**



**File: DB30291 Deck Barge - Ocean:** 302.9'/289.7' lbp x 90.0' x 22.0'. Built in 1976 by Seatrain Shipbuilding; NY. Rebuilt: 2009. U.S. flag. GRT: 4,474. NRT: 1,342. ABS + A1, Barge, Unrestricted Service. SS due Nov 2024. DD due Jun 2023. Dwt: 10,435lt. Lt Displ: 1,796lt. Deck Load: 3,500lb/ft<sup>2</sup>. Rakes: Double. Bulkheads: 3 long / 4 trans. Watertight Compartments: 18. Towing skegs aft. 1/2" side shell & bottom plate. Underwent extensive steel renewals for 5 yr. ABS Load-line renewal (Q2 2020) with over US \$1m spent. May sell with tug. **U.S. Gulf Coast. Prompt.**



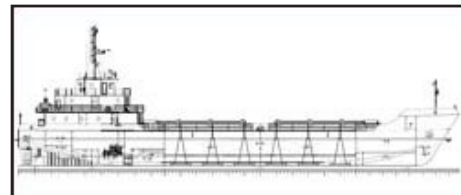
**File: DB33073 Deck Barge - Ocean:** 330.0' x 90.0' x 21.0'. Built in 2008 by Pacific Marine & Shipbuilding. Singapore flag. GRT: 4,241. NRT: 1,273. NK NS\*(BP) AFS Barge. S/Survey due Jun 2023. Docking due Jan 2022. Dwt: 9,955T. Deck Load: 10T/m<sup>2</sup>. Rakes: Double. Bulkheads: 3 long/1 / 10 transv. Watertight Compartments: 42. 1.5MT stockless anchors. Wire/Chain: 300'. Wire/Chain Dia.: 1.5". Windlass: Diesel driven. Flat top deck cargo barge with spoon bow & three towing skegs aft. 12' Side boards of 8mm plate. 14mm bottom & 12.5mm side plate. Freshly drydocked in January 2019 with new 5 year certificates. Holds RINA Class (IACS Class). New sideboards & anchor winch room. Available en bloc with 3,200BHP twin screw tug (TG32198). Set currently operating in the carriage of coal from Indonesia to Malaysia, Thailand, Cambodia and Vietnam. Both tug and barge are reportedly in well-maintained condition. **Southeast Asia.**



**File: DD00501 Drydock:** 110.0' x 60.0'. U.S. flag. Dwt: 500T. 480v electric pumps via shoreside power. Floating dry dock. 500T lifting capacity. 2 spuds. 41' 7" between the wingwalls. Roller assembly with dolly and cradle (1 - each deep V, barge and extra deep V cradle with extensions) to move vessel from DD onto shoreside and back again + heavy duty access ramp. Electric HPU to run dolly hydraulics. Fully contained pressure washer water capture system. **U.S. West Coast.**



**File: DK24970 Crane Barge - Ocean:** 250.0'/239.8' lbp x 68.9' x 18.0'. Built in 1967 by Equitable-Higgins SY; LA. Panama flag. GRT: 2,055. NRT: 616. DNV GL +100 A5 exp. Aug 2026. 900m<sup>2</sup> clear deck. Deck Load: 10mt/m<sup>2</sup>. FO: 360m<sup>3</sup>. FW: 125m<sup>3</sup>. BW: 3,385m<sup>3</sup>. 4 - 5T anchors. Crane: Clyde 37 - 250T @ 18m. Winch: 2 - Skagit RB90, triple drum, 35T line pull. Gensets: 2 - 345kVA, 60Hz; 1 - 68kVA, 60Hz Cummins; 1 - 70kVA Deutz. 10 berths. Heavy Lift Crane Barge. Services: offshore; cable laying; bridging; lock gates; salvage; piling; civil contracting; demolition. Air draft 78.7'. 4-point mooring. **Europe.**



**File: HB21741 Dump Barge - Propelled:** 217.5'/205.7' lbp x 41.0' x 17.1'. Built in 2018 in India. Foreign flag. GRT: 1,240. IACS Coastal Service. Dwt: 1,900T. Rakes: Ship shaped bow. Hold Capacity: 1,000m<sup>3</sup>. FO: 132T. FW: 100T. Gensets: 2 - 100ekW. Quarters: 16 crew. Fitted with 12 bottom doors for dumping. RSV type 4. 2 - 1,000BHP @ 1,800RPM M/Es. Speed 10kn @ 80% MCR. **SW Asia.**



**File: MB20053 Work Barge - Ocean:** 200.0' x 50.0' x 14.6'. Built in 1977 by PT McDermott. Rebuilt: 2008. St Kitts/Nevis flag. GRT: 1,065. IRS (IACS). 350m<sup>2</sup> clear deck. Deck Load: 10MT/m<sup>2</sup>. 8 - 4.5T Delta & Stockless anchors. Wire/Chain: 900m x 32mm. Crane: 140T Manitowoc 3900 permanently fixed; up to 110' boom. Winch: 3 - 20T double, 1 - 10T double + 120T double. Gensets: 2 - 125kVA, 3 - 250kVA, 1 - 160kVA. 200 persons. 8-pt mooring. 5 - 25T subsea davits. A-frame with open wet bell & tigger. Suitable for multiple shallow water and deep water applications. Helideck suitable for BELL412. **Caspian Sea. Prompt. \$250,000.**

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





## Towing & Barges, Continued



**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. Not classed. Deck Cargo: 450T on 9,000ft2 clear deck. Bulkheads: 4 long'l / 4 transv. 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 450mt 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 about 5' off the surface with minimal footprint. Loaded displacement about 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 about 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. Commissioned, passed hover lift test and christened April 2017. Owner will consider sale or charter. **U.S. Northwest. Prompt.**



**File: MB31699 Support Barge - Ocean:** 316.6'/294.7' lbp x 105.0' x 20.0'. Built in 1976 by Seatrain Shipbldg; NY. Rebuilt: 2010. U.S. flag. GRT: 8,008. NRT: 2,402. ABS+A1 Floating Offshore Installation, Restricted Service. Laid up. Surveys overdue 2017. Dwt: 4,404T. Deck Load: 2,000lb/ft2. Rakes: Ship bow / Rake Stern. FO: 2 tanks. BW: 6 tanks. Crane: 1 - 160,800lb Sparrows EC1000; 1 - 22,000lb Sparrows EC65. Gensets: 2 - CAT C32, 3 - CAT C27, 1 - CAT C18. Quarters: 72. Ice breaking ex-tank/deck barge originally built for re-supply of Alaskan Arctic ports. Barge tapered toward stern. Twin notches in stern. Converted to oil-spill containment vessel for use in offshore Alaska. Can also be used as a floating processing offloading unit. Owner extended stern 50' with new Hydralift Skegs installed and added 5' to original side shell, plus blast & coated internals and external hull. Accommodation provided in 21 modules. Oil Spill Response equipment includes - Spill containment dome, Umbilicals, 6 hose reels. Choke Manifold, Process Separators and Heaters; Chemical Injection plant and Flare system. QXP25 ROV system. 8-pt catenary spread mooring system. For sale / charter as a whole or by modules. **Mexico W Coast.**



**File: MB40010 Crane Barge - Inland:** 400.0'/395.0' lbp x 100.0' x 24.0'. Built in 1977 by Nagasaki, Japan. Venezuela flag. GRT/NRT: 6,760. Ex Loadline. Dwt: 17,000T. Rakes: Box. E Crane Series 2000 and Series 1500. Winch: 2 - Wintech Mooring; 4 - Wintech Anchor. River transshipment barge. Grab crane / hoppers and conveyor system for moving bulk ore. Average daily capacity 38,500T. Max capacity about 42,000T. Used for unloading bauxite from river hopper barges. Barge equipment is operational. Office, dining and work shop facilities. Water treatment plant. **Central America.**



**File: TB80007 Double Hull Tank Barge - Ocean:** 336.0'/322.2' lbp x 74.0' x 25.0'. Built in 2008 by Bollinger SY; LA. U.S. flag. GRT/NRT: 4,228. ABS +A1, Oil or Chemical Tank Barge, Unrestricted exp. Oct 2023. Dwt: 11,794mt. Rakes: Ship bow. Bulkheads: 6 transv. Capacity: 80,000bbl. Tanks: 10. Pumps: 2 - BJ 12LS 16 GH 3-stage / DD Series 60. BW: 2 - BJ LS 16GH 1 stage. 6,000lb. Stockless anchors. Windlass: Coastal Marine. Crane: 2 - 1.1T Techcrane F10-50 hose. Winch: 2 Coastal Marine aft mooring, 2 fender hoist, 2 stern capstans. Gensets: 1 - 30kW / John Deere 4045DFM70B. Double hull barge for ATB operation. Notched stern with JAK 400K coupler. Raised trunk. Cargo gauging overflow protection. Stewart & Stevenson hydraulic drive & pump system. Vapor Recovery system. Yokohama fender slides port fore & aft. Emergency tow wire. Panama chocks. Dry docked, painted & all certificates freshly renewed late 2018, including second five year Special Survey, etc. Compatible tug side of JAK system from former tug may be made available for installation on new tug. **U.S. Gulf Coast.**



**File: TB80032 Double Hull Tank Barge - Ocean:** 332.0'/316.8' lbp x 74.0' x 25.0'. Built in 2003 by Senesco Marine; RI USA. U.S. flag. GRT/NRT: 5,159. ABS+A-1, Oil Tank Barge, S/S and D/D due Feb 2023; USCG COI Grade A and lower, exp. Mar 2023. Dwt: 11,507lt. Rakes: Double. Capacity: 82,744bbl. Tanks: 10. Coiled. FO: 8,700g. Pumps: 2 - Byron Jackson / CAT3406 powered cargo: 3,000 GPM each. 1 - 5,820lb Baldt Stockless anchors. Windlass. Crane: 2 - Rapp-Hydra Pro HP50-9F electric hydraulic fixed boom. Winch. Double hull. 1 - Volcanic Model 500SB, 5.0 million BTU/hr. cargo heater. Barge recently cleaned and can work clean or dirty service. Raised trunk deck. Bergan cargo radar 250 and Hermetic tape gauging systems. Vapor recover piping. **U.S. Gulf Coast.**

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



## Towing & Barges, Concluded



**File: [TB80042](#) Double Hull Tank Barge - Ocean:** 337.0' x 320.8' lbp x 74.0' x 25.0'. Built in 2006 by Senesco Marine Inc.; RI. U.S. flag. GRT: 5,855. NRT: 3,938. ABS +A1 Oil Barge, Exp. Jun 2026, Next DD due May 2024, USCG COI Exp. Jun 2026. Dwt: 11,745T. Pumps: 2 - 12" Byron Jackson LS4 / John Deere L1276. 5,000lbs anchors. Windlass: Hyd bow anchor. 2 -2T hose cranes. Gensets: 1 - 55kW / Northern Lights. Pumping rate 4,500bph easy pump. EMS radar gauging; EMS high level / overflow alarm; MMC closed tape gauging; 2 - 60T push / tow winches; 2 - hyd capstans. **U.S. West Coast.**



**File: [TB81833](#) Double Hull Tank Barge - Ocean:** 332.0' x 316.4' lbp x 74.0' x 25.0'. Built in 2002 by Friede Goldman Halter; MS. U.S. flag. GRT: 5,790. NRT: 3,846. ABS+A1, Oil Tank Barge Unrestricted. USCG COI Grade "A" and Lower. SS due Aug 2022. Dwt: 11,964lt. Lt Displ: 1,860lt. Rakes: Double. Bulkheads: 6 transv / 1 long'l. Capacity: 81,751bbl. Tanks: 10. Pumps: 2 - 4500bph, Byron Jackson LS-12, 4 Stage. 1 - 5,000lb anchors. Windlass: 1 - Hatlapa 100 hydraulic. Crane: 2 - EBI C-10-B (4,000lb). Gensets: 2 - CAT3406 (cargo pump); 1 - 45kW John Deere. Double hull, all welded steel construction. All tanks are coated. (National NC-600). 2" cargo stripping system. Bergen tank radar gauging system / high level and overflow alarm system. Raised trunk. TPI at Loadline = 57.58LT. **U.S. Northwest. October 2022.**



**File: [TB99051](#) / [TB99052](#) Double Hull Tank Barge - Ocean (Two Available):** 425.0' x 407.0' lbp x 72.6' x 41.0'. Built in 2003/2002, respectively by Alabama SY. U.S. flag. GRT/NRT: 7,320. ABS + A1 Oil Tank Barge expired. USCG COI expired. Laid-up. Dwt: 18,000T. Tanks: 12. Coiled. Pumps: Cargo: 3-Byron Jackson Deepwell 5,000bph, 2-Byron Jackson Ballast. Crane: 2 - 2.7MT cargo booms with 20' outreach. 115,000bbl capacity at loadline draft (about 20,506m3 @ 98% MCR). BCM 207'. Black oil service. 1 - 10 million BTU heater. OPA'90 double hull. No cargo tank coatings. Ballast tanks are epoxy coated. 1 cargo system. **U.S. East Coast.**

## Offshore Support



**File: [CB05716](#) Pilot Boat:** 57.5' x 16.2' x 4.00' load draft. Built in 1984 by Breau Bay Craft; LA USA. U.S. flag. GRT: 50. FO: 750g. FW: 150g. M/Es: 2 x Cummins KTA19-M4 total 1,060BHP. 2 - 5-blade Nibrall FP props. Speed about 25kn max. Gensets: 1 - 30kW / Kubota Phasor (new in 2010). AirCon. Pilot boat. All aluminum construction. Mono-hull design. Mar 2022: Total 12,582hrs since major M/E factory overhaul. Gears total 1,160hrs since ZF factory overhaul. Genset has 18,847hrs since new. **U.S. Southeast.**



**File: [CB06505](#) Crew Boat:** 64.0' x 16.0' x 7.2'. Built in 2018 by U.S. SY. U.S. flag. GRT: 50. USCG COI 51 total persons, 20nm from coast exp. Nov 2023. Built to ABS Class. 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. Gensets: 1 - 20kW / Northern Lights. AirCon. Passengers: 49 persons. All aluminum crew boat. Total 51 persons max., or 32 max. with 16,000lbs cargo max deck cargo capacity. Raised bulwarks aft. Bench type seating. Aft control station. Newbuilding re-sale. Truckable within USA. **U.S. East Coast.**



**File: [CB06532](#) Crew Boat:** 65.0' x 17.2' x 8.9'. Built in 1966 by Halter Marine; LA. U.S. flag. GRT: 56. USCG COI exp. Apr 2026. FO: 950g. FW: 80g. M/Es: 2 x Cummins N-14M total 880BHP. 2 - 32" x 32" FP props on 3" shafts. Tier I. 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: [CB06533](#) Crew Boat:** 65.0' x 18.0' x 9.2'. Built in 1970 by Swiftships. U.S. flag. GRT: 71. USCG COI (suspended). Dwt: 5T. 14 x 28 clear deck. FO: 1,300g. FW: 1,200g. M/Es: 2 x GM 12V71 total 960BHP. 2 - 32" x 28" 4-blade props on 2 1/2 shafts. Speed abt 18kn on 50gph. Gensets: 1 - 20kW / Delco 7 AK 240/120v 1Ph. 4 berths, 1 State room. AirCon. Pax: 16. All aluminum deep "V" hull; Hydraulic steering. Range: 24 hours. 10cfm Air Compressor. Suspended COI can be reinstated following bottom-side inspection. **U.S. Gulf Coast.**





## Offshore Support, Continued



**File: CB06548 Crew Boat:** 65.0' x 16.8' x 9.0'. Built in 1977 by Breaux Bay Craft, USA. U.S. flag. GRT: 50. USCG COI 100nm offshore exp. July 2022. 5.8T on 33' x 14' clear deck. M/Es: 2 x GM 12V-71 total 900BHP. 2 - FP props. Speed about 20kn on 45gph. Gen: 1 - 20kW / GM3-71. AirCon. Pax: 15. Aluminum. **U.S. Gulf Coast.**



**File: CB07819 Pilot Boat:** 78.2' x 21.5' x 9.2'. Built in 2004 by Kvichak Marine Industries Inc., WA. U.S. flag. GRT: 98. FO: 1,250g. FW: 200g. M/Es: 2 x Cummins KTA-38M2 total 2,700BHP. 2 - Hamilton 651 waterjets props. Range: 205nm. Speed about 28kn. Gensets: 1 - 45kW / John Deere 60Hz 3Ph (new in 2010). Quarters: 3 crew & 6 pilots. AirCon. All aluminum pilot boat. Popsafe shock-absorbing foam fendering system. Designed by Camarc Design, UK to ABS structural approval. Excellent maneuverability and sea keeping characteristics. 500lb. SWL safety / rescue davit. Boarding Platform positioned between house and breakwater. **U.S. East Coast. Prompt.**



**File: CB08080 Crew Boat:** 80.0' x 17.1' x 9.0'. Built in 1978 by Seewart Seacraft; Berwick, LA. U.S. flag. GRT: 81. USCG COI - 20nm offshore exp. May 2020. Deck Cargo: 10T on 35' x 16' clear deck. FO: 1,500g. M/Es: 2 x GM 12V71TI total 1,050BHP. 10cfm compressor. Speed about 20kn on 50gph. Gensets: 2 - 30kW / GM3-71. AirCon. Passengers: 28. Aluminum deep "V" crewboat. **U.S. Gulf Coast.**



**File: CB09621 Crew Boat:** 100.0' x 21.5' x 6.5'. Built in 1978 by Camcraft; USA. U.S. flag. GRT: 99. USCG COI Sub Ch T. Exp. Oct. 2025. 25LT on 40' x 18' clear deck. FO: 2,500g. FW: 400g. M/Es: 3 x GM Series 60 Tier II total 1,800BHP. 3 - FP props. M/Es new in 2005. Speed about 17kn on 45gph. Gensets: 2 - 30kW Tier III. Quarters: 3-5 crew. Passengers: 60. Original crewboat converted to research vessel & reconverted back to crewboat. Aluminum. Reportedly in excellent condition. Small hydraulic crane is available. **U.S. West Coast.**



**File: CB14035 Crew Boat:** 140.0' x 30.1' x 12.3'. Built in 2014 by Queen Craft SY; FL. U.S. flag. GRT: 73. USGC COI exp. Jul 2024. 180T on 81' x 26' clear deck. FO: 17,000g. FW: 18,000g. M/Es: 4 x CAT C32 total 5,800BHP. 4 - FP 43" x 44" props. Bowthruster. Speed about 27kn. Gensets: 2 - 55kW / GM4-71. 16 in 5 cabins. Passengers: 66. **U.S. Gulf Coast.**



**File: CB16230 Crew Boat:** 162.0' x 29.6' x 10.8'. Built in 2004 by Breaux's Bay Craft, LA. U.S. flag. GRT: 98. ABS Loadline (lapsed). USCG COI. Laid-up. Dwt: 411. 250LT on 100' x 25' clear deck. FO: 18,546g. FW: 900g. DW: 29,580g. M/Es: 4 x CAT 3512B Tier 1 total 6,300BHP. 4 - FP props. Bowthruster 375HP. Speed about 23-27kn on 275-350gph. Gensets: 2 - 160kW / Lima 240v, 60Hz. 8 crew in 4 cabins. AirCon. Passengers: 72. **U.S. Gulf Coast.**



**File: CB17048 Crew Boat:** 170.0' x 30.0' x 12.6'. Built in 2005 by Breaux Brother Enterprise. U.S. flag. GRT: 96. ABS + A1, HSC Crewboat, + AMS, DPS-2. ISM, MLC. Dwt: 370lt. 285LT on 98' x 26' clear deck. FO: 23,655g. FW: 900g. DW: 36,293g. M/Es: 4 x CAT 3512B-HD total 6,700BHP. 4 - FP props. 2 - 200hp Thrustmaster Tunnel Thrusters forward. Bowthruster 200HP. Speed about 27-30kn. Gensets: 2 - 80kW AC. Fifi: 1 - 1,200 gpm Monitor. Quarters: 10 crew. AirCon. Passengers: 80 seats. DP2 fast supply vessel. 10' Fantail added. Five - 15 person & 1 - 10 person life floats. **U.S. Gulf Coast.**

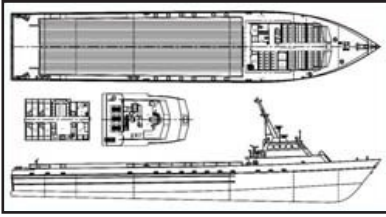


**File: CB18040 Crew Boat:** 180.0' x 34.1' x 14.1'. Built in 2010 by C & G Boat Works; AL. U.S. flag. GRT: 198. ABS +A1, +AMS HSC +DPS-2 exp. Aug 2024. ABS Int'l L/L. USCG COI Sub L & I. 394LT on 112.9' x 28.2' clear deck. M/Es: 4 x CAT 3512 total 5,276BHP. 4 - 54" x 54" Rolls Royce props on Stainless shafts. Zero discharge capable. Bowthruster 2 - 200HP. Speed about 20-25kn max on 190-265gph. Gensets: 2 - 170kW / CAT C6.6, 60Hz AC. Fifi: 1,000gpm monitor. 10 in 6 cabins. AirCon. Pax: 36 seats. DPS-2 aluminum alloy FSV / crewboat. Certified for Grade E liquid mud & non-combustible - noxious liquid (NLS) drilling fluids. **U.S. Gulf Coast.**

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



## Offshore Support, Continued



**File: CB18336 Crew Boat:** 195.0' x 35.0' x 13.2'. Built in 1999 by Gulf Craft Inc; USA. U.S. flag. GRT: 97. ABS +A1, HSC, Restricted, +AMS exp. Nov 2025; USCG COI exp. Oct 2025. Dwt: 410lt. Light Disp.: 215lt. 350LT on 124' x 28' clear deck. FO: 51,200g. FW: 2,200g. DW: 53,100g. Dry Bulk: 2,400ft<sup>3</sup>. M/Es: 6 x Cummins KTA38M-2 total 8,100BHP. 6 - 46" x 42" 4-blade SS props. Drop-down azimuthing thruster. Bowthruster 300BHP. Speed about 22kn cruise on 300g/h. Gensets: 2 - 75kW 120/208vAC 60Hz 3ph. Fifi: 2 - monitors; 1 - 2,400gpm @ 200' & 1 - 900gpm @ 200'. 8 in 4 cabins. AirCon. Passengers: 92 business seats. Aluminum crewboat. DP-1. ITC tonnages: 490G / 147N. Four rudders. **U.S. Gulf Coast.**



**File: LC17036 Landing Craft:** 170.0' x 36.0' x 10.0'. Built in 1999 by Mariner LLC; Houma, LA. Togo flag. GRT: 422. NASCA. Last DD 2015. Dwt: 622T. 400T/24TEU on 6,152ft<sup>2</sup> 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 in 3 cabins. AirCon. Bow ramp 20' x 22'. Raised pilothouse with cargo space underneath. Some ballast tanks can take extra fuel. **Caribbean.**



**File: MC21350 Ice Breaker:** 221.6' x 50.2' x 25.1'. Built in 1980 by Svendborg Skibsvaerft A/S; Denmark. Denmark flag. GRT: 2,164. DNV-GL Ice Breaker EO Super Ice 1A1 R280 Icebreaker. Dwt: 2,345mt. FO: 855mt. BW: 805.3m<sup>2</sup>. Crane: 3.8T @ 12m. Winch: 40T brake tow & 5T brake hawser. M/Es: 2 x B&W 12 U 28L total 6,360BHP. 2 - 4-blade 3.04m CP props. Cruising range 9,000nm. Bowthruster 400kw. Bollard Pull: 54mt. Speed about 16.4kn max on 15mt/day. Gensets: 3 - 250kW / Cummins KTA 1150G + Bukh emergency 380vAC 50Hz. 32 in 29 cabins. Ice strengthened. 8 transverse bulkheads. Towing winch & stern notch designed to receive & hold bow of another ship by the towing line, making it possible to tow the vessel up close during difficult ice conditions. Certified bollard pull. Equipped with Wartsila / Cummins 300kVA air-bubble system to reduce friction between hull & ice or snow by hull lubrication. Fitted with hospital, 2 mess rooms & 2-day rooms. Open for employment for ice-breaking, accommodations / expedition service or rebuilt to private yacht. Reportedly in very good condition - looks like new. Reportedly only abt. 10,000 running hours. **Europe Northern. Prompt.**



**File: PC11045 Passenger Cruise:** 110.0' x 45.0' x 12.5'. Built in 1986 by Precision Marine Holding; Australia. France flag. GRT: 511. Dwt: 50mt. 2 x GM 16V92TA total 1,926BHP. 2 - FP props. Speed about 12kn. Gensets: 3 - 150kVA / Cummins 6CT. 14 crew in 9 cabins. Pax: 40. Aluminum overnight luxury catamaran. Fully renovated in 2007. 12 pax cabins aft (15m<sup>2</sup> each). Large saloon on main deck with restaurant for 40 guests & sky lounge. Large galley. Massage cabin. Spa / sun-deck with Jacuzzi on foredeck suited for island cruising. Outside bar on upper deck. Aft hoistable swim platform. **South Pacific.**



**File: PC11200 Passenger Cruise:** 112.0' x 21.0' x 7.8'. Built in 1969 by Blount Marine, RI. U.S. flag. GRT: 98. USCG COI "T" Lakes, Bays & Sounds + Limited Coastal./ Exposed Water Criteria. Expired Apr 2018. M/Es: 2 x GM 8V71 total 460BHP. 2-FP 4-blade props on 6" shafts. Dry Exhaust. Speed about 9kn on 12gph. Gensets: 2 - 40kW / GM4-71; Lima 60Hz 120/208vAC. Quarters: 13 crew. Pax: 31 in 16 cabins. Hydraulic swim platform. Day pax cap 130. **U.S. Northwest.**



**File: RV18641 Research Vessel:** 186.0' x 40.0' x 16.0'. Built in 1990 by McDermott SY; LA. U.S. flag. GRT: 495. Ex- ABS + A1 (E) + AMS, ABS L/L. Laid up with several O/S recommendations. USCG COI Subch "U". 140LT on 46'x40' & 32'x20' clear decks. Crane: 11T. Winch: 4 - 10T Fritz Culver vertical traction 4pt mooring. 1 x Cummins KTA50 total 1,250BHP. 2 - 300HP Ulstein Z-drives, 1 - 400HP Omni thruster forward. Bowthruster 400HP. Gensets: 3 - 650kW; 1 - 100kW 450vAC 60Hz. 41 berths. Can anchor in max 2,400'; maintain position and work up to Sea State 5. Large scientist space, excellent research platform, cable splicing etc. or OSV. **U.S. Northwest.**



**File: SU14530 Supply Boat:** 145.0' x 30.0' x 10.5'. Built in 1981 by Moss Point Marine; MS. Rebuilt: 2021. Foreign flag. GRT: 301. Ex USCG certified. Ex - ABS L/L. Last D/D 2021. 300LT on 96' x 24' clear deck. FO: 34,000g. FW: 41,000g. DW: 55,000g. M/Es: 2 x Cummins KTA-19 MC total 1,280BHP. 4-blade S/S FP props. Bowthruster. Speed about 12kn on 75gph. Gensets: 2 - 75kW Delco / GM 4-71 60Hz AC. Fifi: Aurora 4"x5" 800 gpm pump. Quarters: 14. Certified for 10 pax. Currently unregistered. M/Es new 2005/2006. **Central America.**





## Offshore Support, Continued



**File: SU15052 Supply Boat:** 150.0' x 36.0' x 12.0'. Built in 2005 by Master Boats; AL USA. U.S. flag. GRT: 88. USCG COI exp. Jan 2021. 335LT on 2,700ft<sup>2</sup> clear deck. FO: 79,820g. FW: 10,000g. BW: 52,000g. Liq. Mud: 52,600g. M/Es: 2 x CAT 3304T total 1,700BHP. 2-FP 4-blade bronze props. Bowthruster 300HP. Speed about 12kn. Gensets: 2 - 99kW / CAT 3304T 480v. Fifi: Monitor. 22 berths. AirCon. Passengers: 22. DP1 equivalent. **U.S. Gulf Coast.**



**File: SU15060 Supply Boat:** 150.0' x 36.0' x 12.0'. Built in 2005 by Master Boat Builders Inc. Foreign flag. GRT: 447. Overseas Marine Cert. Exp. Jan 2025. Last DD 2020. Ex ABS Int. L/L. Dwt: 518T. 300T on 27 x 9m clear deck. FO: 60,600g. FW: 8,400g. BW: 48,000g. Crane: Palfinger 4.5T (optional). M/Es: 2 x CAT 3508 total 1,800BHP. Bowthruster Schottel. Speed about 11kn on 23-48gph. Pumps: DW: 625gpm@150'; FW: 360gpm@100'; FO: 360gpm@100'. Gensets: 2 - CAT C9DI. 1-FiFi Monitor 1,300gpm @ 240'. 20 berths. A-frame 15T (optional). Satcom (optional). Operating. **Caribbean.**



**File: SU16501 Dive Support:** 180.0' x 36.0' x 11.8'. Built in 1976 by Bourg Drydock; LA. Rebuilt: 2009. U.S. flag. GRT: 292. ABS L/L exp. Jun 2024. USCG COI exp. May 2024. Dwt: 500T. 2,484ft<sup>2</sup> clear deck. FO: 32,690g. FW: 43,000g. BW: 246,459g. Dry Bulk: 11,422ft<sup>3</sup>. Crane: 1 - 12.5T Marine pedestal aft. Winch: 2 - 5T & 1 - 3T tuggers. M/Es: 2 x CAT D398B total 1,700BHP. 76" x 64" 5-blade stainless FP props. Bowthruster. Speed about 10kn on 65gph. Gensets: 2 - 99kW / GM6-71 & 1 - 99kW / CAT 3304. Total 35 berths. Specialized deep water oil industry dive support vessel. Hull and machinery completely refurbished in 1994 & in June 2009. Converted to four-point mooring / dive support in 2003. Two 87.5T pull, double drum HBL-DD200 GM 6-71 powered mooring winches with 5,000' 1.125" wire and four 5T stockless anchors. Client accommodations include private en-suite stateroom with work station. Auto deploy liferafts. Rigid rescue craft with hydraulic davit. Designated hospital room. 2 - 25 person & 2 - 10 person inflatable life rafts. Surface supplied air / gas diving spread. Built-in Quincy 5120 electric dive compressors. Built in hydraulic tool packages. Underwater burning packages. **U.S. Gulf Coast.**



**File: SU18134 Supply Boat:** 180.0' x 40.0' x 11.5'. Built in 1982 by Halter Marine; MS. Foreign flag. GRT: 693. ABS + A1 (E) + AMS, ISB. S/S due Aug 2023. Dwt: 949lt. 650LT on 119' x 32' clear deck. FO: 79,400g. FW: 11,500g. DW: 141,000g. Crane: 1.5T. M/Es: 2 x CAT D399TA total 2,250BHP. 86" x 71" 4blade cast steel FP props on Stainless shafts. Range @ 13,200nm @ 10kn. Stacks Forward. Bowthruster 325HP. Speed about 8-12kn on 39-93gph. Pumps: DW: 460gpm; FO: 285gpm; Bulk: 17gpm; Liq Mud: 600gpm. Gensets: 2 - 135kW / CAT3306 PCT 440vAC 60Hz. Firefighting. 14 in 5 cabins. AirCon. Newly fitted with 50t stern ramp (22ft x 18ft). Good for Ro/Ro or palletized cargo. Vessel can trade into the US. **Caribbean.**

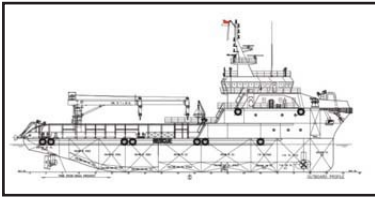


**File: SU18163 Supply Boat - AHTS:** 193.9' x 45.3' x 18.0'. Built in 2011 by Guangzhou Panyu Lingshan SY, China. Vanuatu flag. GRT: 1,123. ABS A1, FiFi 1, OSV, AMS, DPS-1, ISM, ISPS, MLC. SS due 9/16. Last DD 04/16. In lay-up status. Full SOLAS. Dwt: 1,135mt. 500mt on 4,000ft<sup>2</sup> clear deck. FO: 419.5M3. FW: 494.2M3. DW: 178m3. BW: 165.7M3. Dry Bulk: 113m3 in 4 tanks. Liq. Mud: 134.5m3. Crane: 1 - Elect. Hyd. 2T @ 6m. Winch: 1 - Double drum. Line Pull: 120T. 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. BP: 68.68MT. Speed about 12.5-13.5kn. Gensets: 2 - 450kW 415v 50Hz 3ph; 2 - 400kW / CAT 415v 50Hz. Fifi: 2 - 1,200m<sup>3</sup>/hr wheelhouse controlled mon.; 11.6m<sup>3</sup> foam tank. Quarters: 30 total. Galley. AirCon. DPS-1 PSV / AHTS. Enhanced station keeping ability. 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. 8T 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 4,000ft<sup>2</sup> for PSV duties. Original LOA 55m/180.4' with 337m<sup>2</sup>/3,625ft<sup>2</sup> clear deck without stern extension. All modifications approved by ABS. Towing/AH winch, tuggers, tow pins and shark jaws remain fitted. Anti-pollution equipment with 11.6m<sup>3</sup> detergent tank. Vessel last drydocked April 2016 with credit / commencement of special survey due September 2016. Vessel in lay-up status since with SS not completed since Summer 2016. **U.S. Gulf Coast.**

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



## Offshore Support, Continued



**File: SU19446 Support Vessel:** 194.3' x 49.0' x 20.0'. Built in 2012 by Guangxin Shipbuilding & Heavy Inc Ltd; China. Vanuatu flag. GRT: 1,671. ABS +A1, (E), OSV, FFV-1, +AMS, +DPS-1, RW. SS due Dec 2022. Laid up. Dwt: 1,320mt. 500T on 28 x 12m clear deck. FO: 267,000g. FW: 27,000g. DW: 283,000g. BW: 283,000g. Crane: 10T @ 19.8m. M/Es: 2 x Wartsila 8L20 total 4,300BHP. 2 - Azimuthing CP props. Bowthruster 1-390kW. Dynamic Positioning. Speed about 8-12kn on 120-210gph. Gensets: 3 - 350kW/410V/50Hz / CAT C18; 1 - 80kW / CAT C4.4. FiFi-1. Quarters: 50 (4-1,3-2,10-4). Support vessel. 4-point mooring. **Africa West Coast.**



**File: SU19645 Supply Boat - AHTS:** 196.8' x 46.6' x 19.7'. Built in 2022 by Chinese SY. Hong Kong flag. GRT: 1,555. BV I +Hull, +MACH, Supply Vessel, Tug, Special Service AHT, OSV, FiFi 1, Waterspray, Unrestricted. Dwt: 1,500mt. 600mt on 330m2 clear deck. FO: 585.37m3. FW: 321.57m3. DW: 259.26m3. Dry Bulk: 136m3 in 4 tanks. Liq. Mud: 231.53m3. Crane: 2T @ 10m reach hyd. folding. Winch: 200T brake dbl drum AHT w/f + 2 - 10T tuggers. Line Pull: 70T. Stern Roller. M/Es: 2 x Cummins QSK60-M total 4,400BHP. 2 - 4-blade FP props. Kort nozzles. Bowthruster 350kW. BP: 65.5T. Speed about 13.88kn. Pumps: Liq.Mud: 2 - 60/30m3/hr Desmi dual speed. Gensets: 2-245kW/CAT 3406C; 1-350kW/CAT C18; 1-100kW/Deutz 400vAC 50Hz. FiFi 1. 2 - 1,200m3/h FFS fire monitors; 1-2,400m3@120m fire pump. 46 in 21 cabins. AirCon. 60m newbuilding AHTS. Bulbous bow. Cruising draft abt. 3.80m. Winch capacity 1,000m, but 600m 52mm equipped on actual vessel. 200T Strong jaw and tow pin. Two 5T @ 15m/min hydraulic capstans. Alphatechnique dry bulk handling system. Lifesaving & firefighting as per SOLAS and flag. CO2 system as per BV class. Ready for delivery. **Far East.**



**File: SU20740 Supply Boat - AHTS:** 207.0' x 40.0' x 17.0'. Built in 1978 by Campbell Ind.; CA. U.S. flag. GRT: 299. ABS +A1, Towing Service, +AMS. Ice Class IC. Exp. Jul 2024. USCG COI Sub M exp. Apr 2024. Dwt: 920mt. 400LT on 118' x 32' clear deck. FO: 127,000g. FW: 53,800g. DW: 150,000g. Dry Bulk: 6,000ft3. Crane: 4.95T @ 21'. Winch: Smatco 72DAW 250. Line Pull: 175T. Wire: 2-3,000' x 2 1/8". Stern Roller. M/Es: 2 x EMD 16-645E7A total 5,750BHP. 2 - 132" CP props. Kort nozzles. Bowthruster 400HP. BP: 82MT. Speed about 12-15kn on 2,000-2,500@70%. 24 in 11 cabins. Triplex shark jaws system, 1-5T tugger, 2-Smatco vertical Capstans. **U.S. Northwest.**



**File: SU21066 Supply Boat - Azimuthing:** 252.0' x 54.0' x 19.0'. Built in 2005 by Bender Shipbldg & Repair Co; USA. Mexico flag. GRT: 1,702. ABS +A1, OSV, +AMS +DPS-2, SOLAS. Class Suspended. USCG Subch "L", Unrestricted. Dwt: 2,929mt. 1,322ST on 748m2 clear deck. FO: 766m3. FW: 487m3. Dry Bulk: 202m3 in 4 tanks. Liq. Mud: 1,306m3. Crane: 2ST @ 32.8'. Winch: 1-11MT. M/Es: 2 x Cummins KTA-38M/QSK60-M total 6,342BHP. 2 - Z-drive props. Bowthruster 2 - 746kW. Speed about 11-15kn. Pumps: FO: 600gpm; FW/Liq Mud: 660gpm. Gensets: 2 - 1,825kW / Cummins QSK-60, 1 - 170kW / emer 480vAC 60Hz. FiFi: 2 -1,200m3/h + 2 monitors. 22 in 11 cabins. AirCon. Galley. DP-2. **U.S. Gulf Coast.**



**File: SU22989 Supply Boat - AHTS:** 229.8' x 52.5' x 23.6'. Built in 2008 by P.T. Jaya Asiatic Shipyard; Batam, Indonesia. Norway flag. GRT: 2,386. ABS +A1, E, Towing Vessel, FiFi-1, OSV, (+)AMS, (+) DPS-2, Unrestricted. SS due Jan 2023. Dwt: 2,585mt. Light Disp.: 2,273mt. 475m2 on 16m x 5m clear deck. FO: 1,062m3. FW: 616m3. DW: 415m3. Dry Bulk: 200m3. Liq. Mud: 645m3. Crane: 2 - 2mt @12m. Winch: AH - Brattvaag 250T Brake. M/Es: 2 x Wartsila 9L26 total 7,845BHP. 2 - CP props. 1 - 515kW stern thruster. Bowthruster 2-515kW. BP: 111.9mt. Speed about 12-13.5kn. Gensets: 2 - 370kW, 2 - 1,800kW 440vAC 60Hz; 1-172kW emer. FiFi-1. 1,200m3/h @ 11 bar; 15m3 foam. Quarters: 60 (4-1, 2-2, 13-4). AirCon. Galley. Conan Wu AHTS / light OCV. 12 marine crew. Shark jaws; towing pins; and rig chain lockers. Kongsberg KPOS DP-21 +cJoy positioning system. Currently in layup. **Southeast Asia.**



**File: SU24657 Supply Boat - AHTS:** 247.3' x 55.1' x 24.6'. Built in 2009 by Jaya Shipbldg, Singapore. Indonesia flag. GRT: 2,952. ABS +A1 Towing Vessel FiFi-1 OSV AHTS +AMS +ACCU +DPS-2. Dwt: 2,181mt. 800mt on 518m2 clear deck. FO: 1,240m3. FW: 490m3. DW: 510m3. BW: 431.64m3. Dry Bulk: 226m3. Liq. Mud: 512m3. Crane: 1 -SWL 5.6mt@12.2m fixed. Winch: 2 - 10mt tugger; 2 - 10mt capstan. Stern Roller. M/Es: 2 x Wartsila 12V32 total 12,240BHP. 2 - CP props. 1 - 911BHP stern thruster. Bowthruster 2-911BHP. BP: 151mt. Gensets: 1 - 60kW EM. FiFi-1. 2 - 1,200m3/h. NA booms. 7.5m3 dispersant. 50 in 24 cabins. AirCon. Khiam Chuan design AHTS. Gym. Hospital. TV room. Shark jaws and towing pins: 2 - 300mwl Karm. Stern roller: 4.5m x 2.3m MWL 500mt. Chain lockers: 1 - 162.88m3 & 1 - 176.43m3. Kongsberg DP 2. Laid up. **Southeast Asia.**

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





## Offshore Support, Concluded



**File: SU25653 Supply Boat – AHTS:** 256.8' x 56.4' x 27.2'. Built in 2008 by Aker Brevik AS; Norway. Norway flag. GRT: 3,070. DNV +1A1, SF, E0, DK(+) HL(2.5), Supply Vessel, Tug, Clean, DYNPOS-AUTR, TMON, FiFi-1. S/S due Jul 2023; D/D expired Jul 2018. Dwt: 2,350mt. 900mt on 540m2 clear deck. FO: 1,056m3. FW: 741m3. DW: 1,231m3. Liq. Mud: 538m3. Crane: 2 - SWL 3mt @ 13m. 2 - 24mt tugger; 2 - 12mt capstan. Stern Roller. M/Es: 4 x Bergen C25:33L9P total 15,953BHP. 2 - CP props. 1 - 1,200BHP stern thruster. 1 - 1,200BHP azimuth thruster. Bowthruster 1,200BHP. Bollard Pull: 183mt. Speed about 15-17kn on 31.4m3-50m3/d. Gensets: 2 - 3,000kVA 440V shaft; 1 - 970kW aux; 1 - 469kW emer. FiFi-1. 2 - 3,600m3/h. 2 - booms. Dispersant: 12m3. Quarters: 28 persons. Air-Con. UT712 L design AHTS. Tow pins: 4 - 250mt MWL Karm. Shark jaws: 2 - 750mt MWL Karm. Stern roller: 2 - 3m x 3.5m MWL 500mt. Chain lockers: 4 - 101m3. Kongsberg DP 2 system. Two FRC for 10 persons. Currently laid-up. Available "as is, where is". Two close available in SE Asia. **Europe Northern.**

## Towing Market Update, Cont'd.

Marcon currently has listed is a 1940-built 1,950BHP single screw tug located on the U.S. Great Lakes; which is counterbalanced by four 2021 newbuild resales between 1,490BHP and 4,400BHP.

The majority of tugs Marcon tracks for sale as of this report are in the US with 106 tugs officially on the market (vs. 125 one year ago), followed by 71 in Southeast Asia (118), 53 in Europe (64), 52 in the Far East (65), 33 in the Mediterranean (74), 29 in Latin America (43), 17 in the South Pacific (21), Mid-East with 15 (59), 11 in the Caribbean (16), 10 where location unstated (12), 7 in Canada (6) and 5 in Africa (11). Where machinery is known, CAT diesels power 109 or 27% of the tugs listed for sale. This is followed by 63 vessels with EMDs, 46 Cummins, 40 Niigata, 36 Yanmar and 9 each with Daihatsu, Deutz, Mitsubishi and Ruston. 73 tugs are powered by other machinery from Akasaka to Wartsila with one Fairbanks Morse tug on the market.

Five years ago, 30.69% of tugs for sale worldwide, primarily foreign flag, were built within the previous 10 years compared to 19.80% today. Then 11.97% of the tugs on the market were 50+ years old compared to 16.38% today. At that time, Marcon had two tugs older than 75 years compared to six today. The average age of all tugs that Marcon has for sale worldwide today is 30 years, with 1992 average build date, compared to 27 years, 1990 average built, in May 2017. The U.S. had the largest selection of tugs listed in 2017 with 150 available (25.3%), followed by 124 in Southeast Asia (20.9%), 65 in Europe (11.0%), 58 in the Mid East (9.8%), Far East 50 (8.4%), Mediterranean 35 (5.9%), 26 in the South Pacific (4.4%), 25 in Latin America (4.2%), 16 Africa (2.7%), 15 Canada (2.5%), 14 in the Caribbe-

an (2.4%), 9 where location is unknown (1.5%) and 6 in South-west Asia (1.0%).

Looking at tugs for sale worldwide, conventional twin screw tugs lead with 258 (63.1%) available, followed by 90 azimuthing (22.0%), 43 single-screw (10.5%), 13 Voith Schneider tractors (3.2%) and 5 triple screw (1.2%). This is fairly comparable to five years ago when 15.5% of the 593 tugs for sale were single screw, 60.0% twin screw, 21.4% azimuthing, 2.5% VS tractor and 0.5% triple screw tugs. Bearing in mind that we are focusing on those available for sale, it seems that for the past five years, azimuthing and conventional twin screw tugs have maintained steady positions in the market. Single screw tugs are mostly relegated to nearly zero commercial work, except in certain specific cases. Available for sale units have dropped considerably with many of those being scrapped due to age and condition. It is noted that in mid-May 2022, Sea-Web reported 2,134 tugs worldwide scuttled, broken up or to be broken up worldwide. This is up 34.38% from May 2021's 1,588. Prior reports tracked the scrapping at around 3%, so this confirms our observations that many companies continue to aggressively scrap excessive tonnage amidst the economic fallout of the COVID 19 pandemic in various sectors of the market.

Marcon's database shows 184 fewer tugs officially for sale than five years ago in May 2017 with largest shifts in the lower horsepower categories. There are 51 fewer tugs are today listed in the 3-4,000HP range with average age increasing from 24 to 29 years. The 2-3,000HP range lost 41 tugs while their average age increased from 28 to 34 years. 29 fewer tugs are listed in the 1-2,000HP range, with average age increasing from 29 to 33 years old. The 4-5,000HP range decreased by 26 tugs with average age rising from 20 to 21 years. There are 22 fewer 5-6,000HP tugs with average age increasing from 16 to 25 years now. The under 1,000HP tugs category decreased by 13 with a five year decrease in age to 36 years. There were minor changes in the higher horsepower ranges as far as number available for sale and average age. In summary, we saw a 31.03% drop in listings, all in the under 6,000HP ranges and average age overall increased by three years.

At the end of June 2022, Marcon was tracking 796 are inland river pushboats with 49 officially on the market for sale (35 U.S. flag and 14 foreign flag). Six of the boats with age listed were built within the last ten years. 21 boats are forty-five years of age or older. The oldest listed was built in 1954, a 73.6', 1,320BHP vessel on the U.S. West Coast. This is counterbalanced by two a 2022-built, 72', 2,000BHP vessel located in the U.S. Midwest. Marcon also has nine inland river pushboats listed for charter – seven U.S. and two foreign.

The number of inland river push boats officially on the market for sale in total is 49, down five, or 9.26%, from one year ago in June 2021 and down 42 or 46.15% from May 2017. Composition of horsepower range in the last year has changed with the biggest shifts being five fewer 2,000-3,000HP with average age of 1998 (compared to 1989 in 2021), one more under 1,000HP (1988 vs 1990), one more 1,000-2,000HP (1976 vs 1972), one fewer 3,000-4,000HP (1978 vs 1967) and one less 4,000-

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



## Marcon's Recent Sales

Marcon has closed 13 sales to date in 2022, bringing our total sales and charters to 1,540 since our first sale in 1983. This surpasses our ten sales and one charter concluded in all of 2021.

23 August 2022 - Marcon sold the 99m, 2007-built 387 TEU (36 reefer plugs) landing craft "GF Paysandu" from close owners to whom we sold the vessel.

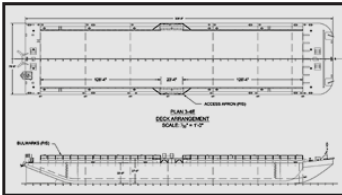


June 2022 - Marcon closed on two private & confidential sales involving one ocean deck barge and one offshore support vessel.



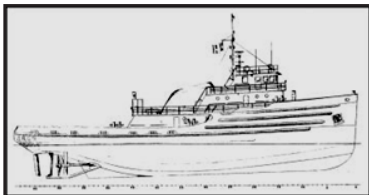
26 May 2022 - Marcon is pleased to announce the sale of the AHTS "Nunui". The 185' x 40', 3,900BHP vessel was built in 1978 at Halter Marine. "Nunui" has been repositioned to Alaska to work in her new owner's fleet. Marcon acted as sole broker.

13 May 2022 - A U.S.-flagged 170' x 30' inland spud barge was sold on a private & confidential basis. The 270ST deadweight barge was rebuilt in 2017 with the new owners receiving a barge in like-new conditions. She is now working for her new Owners.



1 May 2022 - Marcon sold on a private & confidential basis a 65,000BBL U.S. flag ocean tank barge. The barge was subsequently converted to an ABS +A1 ocean deck barge.

1 May 2022 - Marcon sold a 3,900HP twin screw tug between private U.S. parties. The vessel has been refitted and is already at work for her new owners.



26 March 2022 - Marcon is pleased to announce the sale of a U.S. flag 1,300BHP twin screw tug between private buyer and seller. Marcon acted as sole broker in the transaction.

## Towing Market Update, Concl'd.

5,000HP (2013 vs 1999) push boats offered. This slight decrease in offerings is from a combination of older, lower horsepower push boats being scrapped but also more vessels are going back to work as we are coming out of the past two years of pandemic shutdowns. 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, 12.24% of the push boats available are less than 10 years old, down from 16.67% reported one year ago and from 13.19% 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 that while overall and U.S.-flagged fleet age remained steady, foreign-flagged fleet age increased significantly as older units were placed on the market due to no work amid the global economic crisis. Specifically, the average age of all on the market through Marcon last year and five years ago was 39 and 34 years, respectively, compared to 37 years now. Mostly older foreign-flagged vessels have gone on the market, with average age going from 19 years in 2017 to 41 years now. U.S.-flagged push boats went from 36 years old five years ago to 38 last year to back to 36 years old as June 2022.

Of the 43 vessels listed for sale where engine type is known, 13 are powered with Cummins, followed by nine with CATs, six with EMDs, John Deere, Mitsubishi and other engine types with four each and three with GMs. Most of the inland river push-boats Marcon has listed for sale are located in the U.S. with 35 vessels or 72%; followed by seven or 14% in Europe, five in Latin America and one each in Canada and with "undisclosed" location. While our focus is on the U.S. market, there has been a decline of vessels offered in the U.S. as percentage of all available for sale noted a year ago when it dropped to 65% compared to 81% in 2017, but it has now increased up to 72%. Compared to five years ago, there are fewer push boats available in Europe (17% in 2017 to 14% now) but more in Latin America (2% in 2017 to 10% now).

Full Market Reports here:  
[Push Boat – June 2022](#) & [Tug Boat – May 2022](#)

## 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.

## 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.

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