



# Marcon International, Inc. NEWSLETTER

## SUMMER 2023

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For more extensive  
listings of Vessels and  
Barges, including  
photos, surveys,  
drawings, etc.,  
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### Inland & Ocean Towing Market Update

By: Marcon Staff

Marcon has closed 19 sales to date in 2023 with several additional sales pending. These sales included nine twin screw tugs ranging between 1,340BHP and 7,200BHP. Activity in the US tug market remains brisk with numerous tugs changing hands during the past quarter of 2023. Marcon has been involved in the domestic US market selling a US Flag 136' LOA 1978 McDermott SY built 5,750BHP tug from US West Coast Owners, as well as a US Flag 1,300BHP tug in Alaska and a Tier 3, 2,200BHP US Flag tug from the US Gulf to new Owners for employment in US Northeast wind farm support work. We have several offerings remaining in the US Market, including a 4,400BHP Twin Screw Ocean Tug which has just completed her 5 year dry-docking for ABS and USCG, and is ready to go with full refurbishment also completed. We also have a few smaller construction / dredge support tugs which can be developed, but we are finding it difficult to move tonnage into the expected high demand of the California dredge and marine construction markets at this time. This is mainly due to CARB (California Air Resource Board) requirements. The current CARB requirements appear to insist any and all newly imported vessels into the California market will now require Tier 4 main engines to enter that potentially lucrative market. Tier 2 is being phased out at the end of 2023, but instead of allowing Tier 3 tonnage to be brought in, CARB has declared that all new imports into the market shall be Tier 4 (which was not technically required until phasing out of the Tier 3 at the end of 2027). This has stymied many acquisition possibilities for owners and operators looking to continue their service in the Golden State, and may portend a day of reckoning when there are not enough acceptably tiered tugs to service the demand in that region.

Marcon has sold one U.S. flag 3,000HP pushboat so far in 2023. The U.S. inland market has slowed somewhat compared to 2022. Supply chain normalization and more normal water levels has brought demand more toward balance. The war in Ukraine, continues with recent threats by Russia to disrupt grain shipments. For the week ending June 24, barged grain movements totaled 400,094 tons. This was 48% less than the same period last year. Fuel prices are down from 2022, but have been trending higher in recent months. For the week ending June 19, the U.S. average diesel fuel price rose 2.1 cents from the previous week to \$3.815 per gallon - \$1.995 below the same week last year. Diesel prices rose in 7 of the 10 regions, with the biggest increase of 4.3 cents occurring in the Gulf Coast region. Following a 1.8-cent increase for the week ending April 17, diesel prices have continuously declined. The current price rise marks only the fifth time this year that prices have risen. According to the Energy Information Administration's (EIA), June Short Term Energy Outlook, retail diesel prices are expected to average \$3.95 per gallon in 2023 and \$3.82 per gallon in 2024, down from \$5.02 per gallon in 2022. The inland tank barge market remains on strong footing. Tank barge operators are seeing utilization rates in excess of 90% driving higher pricing. 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 2023, with a limited supply of good second-hand vessels and barges being the primary factor influencing the number of sales.

(Continued on page 13)

### Featured Listings



**CB07819**  
Pilot Boat



**DB40100**  
Deck Barge - Ocean



**SU15060**  
Supply Boat



**TB81833**  
Double Hull  
Tank Barge - Ocean



**TG40131**  
Tug - Twin Screw



**TP39096**  
Push Boat



**Towing & Barges**



**File: [TG06067](#) Tug - Twin Screw:** 65.0' loa x 23.1' beam x 7.9' depth x 6.50' loaded draft. Built in 1972 by Loreauville, LA. U.S. flag. GRT: 79. USCG COI Sub M exp. July 28, 2027. FO: 10,000g. FW: 1,000g. Main Engines: 2 x GM 8V71 total 600BHP. Speed about 8kn. Gensets: 2 - 20kW / GM 2-71. Model bow tug with push knees 32ft eye level from upper pilothouse. U.S. Southeast.



**File: [TG07060](#) Tug - Twin Screw:** 60.0' loa x 21.0' beam x 7.0' depth x 7.00' loaded draft. Built in 1956 by Claya J. Adams, Cut Off, LA. Rebuilt: 2002. U.S. flag. GRT: 75. USCG COI Sub M Exp. Oct 20, 2026. FO: 10,000g. FW: 4,000g. Winch: Bow Winches, Capstan aft. Main Engines: 2 x GM 12V71 total 900BHP. 2 - 60" x 48" FP props on 5" shafts. 20-day Endurance. Speed about 10kn. Gensets: 2 - Kubota V 330-Ts. 3 double berths in 2 rooms. AirCon. Galley. Vessel extensively rebuilt with new bottom & all machinery new or overhauled, etc. in 2002. U.S. Southeast.



**File: [TG08065](#) Tug - Twin Screw:** 65.0' loa x 23.0' beam x 5.0' depth x 6.00' light draft x 8.00' loaded draft. Built in 1969. U.S. flag. GRT: 85. USCG COI Sub M; exp. 25 Feb 2026. 12' x 18' clear deck. FO: 16,500g. Winch: 1 - 6T. Main Engines: 2 x CAT D353 total 1,200BHP. 2 - 62" 4-blade props on 5" shafts. Endurance: 20 days or 3,000 miles. Speed about 10kn. Gensets: 1 - 10kW / Miller; 1 - 5kW / Farymann. U.S. Gulf Coast. Prompt.



**File: [TG09068](#) Tug - Twin Screw:** 66.0' loa x 22.1' beam x 8.0' depth x 7.60' loaded draft. Built in 1966 by St Charles Steel Works; LA, CA USA. U.S. flag. GRT: 86. USCG COI Sub M Exp July 20, 2025. Last DD July 2023. FO: 15,000g. FW: 5,000g. Winch: Facing winches, capstan aft. Main Engines: 2 x GM 12V-71 total 900BHP. 20-day Endurance. Speed about 9kn. Gensets: 2 - 30kW / Delco. U.S. Southeast.



**File: [TG11109](#) Tug - Twin Screw:** 75.0' loa x 23.8' beam x 11.6' depth. Built in 1973 by Lemont Shipbldg & Repair. Rebuilt: 2006. U.S. flag. GRT: 95. USCG COI Sub M exp. June 6, 2024. FO: 25,000g. FW: 4,000g. Winch: Smatco 44HATS-100. Wire: 1,600' x 1.25". Main Engines: 2 x CAT D379SCAC total 1,400BHP. 2 - FP props. Speed about 10kn. Gensets: 2-90kW / CATD330. Galley. U.S. Southeast.



**File: [TG13060](#) Tug - Twin Screw:** 68.9' loa x 26.3' beam x 13.1' depth x 7.05' light draft. Built in 1982 by Lester F. Alexander Co. / Astivik S.A. Rebuilt: 2013. Colombia flag. GRT: 72. 40.1-C-01G Bay, Coastal, National Loadline. FO: 15,000g. FW: 20mt. Main Engines: 2 x Cummins QSK 19-M total 1,320BHP. 2 - 54" x 40" 4-blade props. Bollard Pull: 14.5mt. Speed about 14.5mt. Gensets: 2 - 35kW / Cummins. 6 crew in 4 cabins. Air-Con. Twin-screw tug. Steel hull. Currently working in bay operations. Central America.

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



## Towing & Barges, Continued



**File: [TG15002](#) Tug - Single Screw:** 87.0' x 24.0' x 9.8' x 9.80' loaded draft. Built in 1943 by George Lawley & Son; Neponset, Mass. U.S. flag. GRT: 139. FO: 29,300g. FW: 2,000g. Winch: Single Drum/GM3-71 powered. Wire: 1,650'x1.75". Main Engine: 1 x EMD 12-645E2 total 1,500BHP. 80"x76" Lips 5-blade SS props on 9" shafts. 8,000hrs since M/E rebuilt/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. Reduced price, keen seller. **U.S. West Coast.**



**File: [TG20028](#) Tug - Twin Screw:** 67.6' x 21.9' x 8.8' depth x 6.56' light draft. Built in 1958 by Lester F. Alexander Co./ As-tivik S.A. Rebuilt: 2013. Colombia flag. GRT: 118. 40.1-C-01-G Bay, Coastal, National Loadline. FO: 11,500g. FW: 20mt. Main Engines: 2 x CAT 8V 3508 total 2,000BHP. 2 - 60" x 48" 4-blade FP props. Bollard Pull: 20.7mt. Gensets: 2 - 35kW / Cummins 35MCGBA. 6 crew in 4 cabins. Steel hull. Currently working in bay operations. **South America.**



**File: [TG24192](#) Tug - Twin Screw:** 65.0' loa x 20.0' beam x 6.5' depth. Built in 1967 by Bill Williams Welding; Long Beach, CA USA. Rebuilt: 2002. U.S. flag. GRT: 68. USCG COI - Sub M Exp. Jul 2026. FO: 4,000g. FW: 250g. Winch: Single Drum Hyd. (fwd and aft). Wire: Soft Line. Main Engines: 2 x Cummins KTA 38M total 2,400BHP. 2 - 72" 3-blade SS props on 6" shafts. Kort nozzles. Repowered in 2012 for higher BHP + new reduction gears. Bollard Pull: 22.5ST. Gensets: 1 - 20kW / GM 2-71. 2 bunks. Heavily built as a dredge tender. Keel cooled. Extensively rebuilt to current configuration in 2002 with new house, stern, korts, rudders, re-powered, etc. Performs ship assist, etc. Recently dry-docked for USCG in March 2023. Blasted and painted and minor steel work performed. **U.S. West Coast.**



**File: [TG28193](#) Tug - Twin Screw:** 95.1' loa x 28.2' beam x 13.5' depth x 11.80' loaded draft. Built in 1995 by President Marine Pte.; Singapore. Panama flag. GRT: 223. LR 100A1 LMC - Exp. 30 Apr 2025. Dwt: 164mt. Light Disp.: 265mt. FO: 96.4m3. FW: 38m3. Winch: Tow Hook. Main Engines: 2 x Yanmar T240-ET total 2,800BHP. 2 - Bronze FP props. Bollard Pull: 39T. Gensets: 2 - 60kW / Leroy GM6-71 380vAC 50Hz. Quarters: 7 crew. Harbor tug recently completed intermediate and had a fresh BP test. Reportedly in good condition. Currently working. **South America West Coast. End September 2023.**



**File: [TG30196](#) Tug - Twin Screw:** 120.0' loa x 31.0' beam x 14.8' depth. Built in 1970 by McDermott, Amelia, LA. U.S. flag. GRT: 177. ABS Loadline due May 2023. USCG COI Sub M Exp. July 2027. FO: 96,000g. FW: 3,000g. Winch: Double Drum Markey TDS32. Line Pull: 179mt. Wire: 2 - 2,200' x 2". Main Engines: 2 x EMD 12-645E2 total 3,000BHP. 2 - FP props. Bollard Pull: 37.4mt. Gensets: 2 - 110kW John Deere 6068. Hydraulic Tow Pin / Roller system. Owner is a keen Seller and inviting offers after inspection. **U.S. West Coast.**



**File: [TG32038](#) Tug - Twin Screw:** 105.0' loa x 29.9' beam x 13.8' depth x 11.50' loaded draft. Built in 2007 by SL Shipbuilding Contractor; Sibuloh, Malaysia. Mexico flag. GRT: 296. RINA C + Hull + Mach. Exp. June 2024. FO: 212mt. FW: 32.7mt. BW: 50m3. Winch: Double drum hyd. Line Pull: 40T. Wire: 2 - 700m x 52mm. Main Engines: 2 x Cummins KTA50M2 total 3,200BHP. FP props. Kort nozzles. Bollard Pull: 41.2T. Speed about 11kn free on 125gph. Gensets: 2 - 125kW / Cummins 6CTA8.3-D, 1 - 32kW / Yanmar. **Mexico Gulf Coast.**



## Towing & Barges, Continued



**File: [TG32246](#) Tug - Azimuthing:** 114.3' x 31.5' x 13.8' x 10.50' loaded draft. Built in 1975 by Sagami Shipbldg Co; Yokosuka, Japan. Egypt flag. GRT: 291. ABS +A1, Towing, AMS, Coastwise. Laid up, actively classed. D/D, Annual & S/S overdue 2013. FO: 42m<sup>3</sup>. FW: 35m<sup>3</sup>. Winch: 60T brake fore & aft. Main Engines: 2 x Niigata 8L25BX total 3,200BHP. Last Overhauled: 1992. 2 - 2,000mm Niigata ZP-3A props. 45.8T bollard pull astern. Total working hrs: 31,500. Bollard Pull: 50.2T. Speed about 13.8kn. Pumps: FO, FW, Bilge and LO. Gensets: 2 -100kVA/MWM 225vAC, 2-17.5kVA/MWM 230VAC 60Hz 3Ph. Firefighting: 2-240m<sup>3</sup>/hr pumps. 3-1 & 1-7 berths. Two 30 person life rafts. **Mid East.**



**File: [TG34103](#) Tug - Twin Screw:** 100.0' x 32.0' x 14.0'. Built in 1998 by Thoma-Sea Boats; Houma, LA. U.S. flag. GRT: 96. USCG COI Sub M Exp. Jun 2025. Winch: McElroy Model DT65-D double drum / CAT3306. Line Pull: 90T. Main Engines: 2 x CAT 3516 total 3,420BHP. 2 - FP 83" 4-blade SS props. Kort nozzles. Gensets: 2 - 75kW / CAT3306, 208V, 60Hz, 3 PH. Height of eye 28'. Nordic towing pins. Laid-up with USCG D/D overdue June 2022. **U.S. Gulf Coast.**



**File: [TG39139](#) Tug - Twin Screw:** 139.0' x 34.0' x 17.2' x 10.60' lt draft x 14.90' loaded draft. Built in 1976 by Burton Shipyard; 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". Main Engines: 2 x EMD 16-645E6 total 3,900BHP. 2 - FP 115"x90" 4-blade props. Bollard Pull: 50T. Speed about 10kn on 165gph. Gensets: 2-100kW. Quarters: 14 in 6 rooms. Aluminum upper pilothouse. 51' min/54.9' max height above water. 6'x2' stern roller. Tow pins. Open wheels. JAK 400 system pins still installed and could be made operational. **U.S. Southeast.**



**File: [TG40086](#) Tug - Triple Screw:** 86.0' x 41.0' x 16.0'. Built in 1998 by U.S. shipyard. U.S. flag. GRT: 98. USCG COI Sub M Exp. Aug 2026. Crane: 1-1T Hiab. Winch: Almon Johnson 244 + 10T tugger; 1-elect. AHT or tandem. M/Es: 3 x Mitsubishi total 5,000BHP. 87"x83" Bird Johnson SS props on 8" shafts. Range-30 days. New M/E: 2009. Bowthruster 100BHP. Bollard Pull: 50T. Gensets: 1-150kW; 1-80kW; 1-60kW. 8 in 6 cabins. Type 37 88" kort nozzles. 1/2" plating. Reportedly built to ABS. Heavy keel coolers & fendering incorporated as part of structure. 6'x10' stern roller; six rudders. 85,000g liq. capacity can be divided into F.O. & water. No load line necessary, due to low GRT. Anchor handling. **Caribbean.**



**File: [TG40131](#) Tug - Twin Screw:** 105.0' x 30.0' x 13.8' x 10.50' lt draft x 12.00' loaded draft. Built in 1976 by Halter Marine; LA. Rebuilt: 1998. U.S. flag. GRT: 183. ABS Loadline. USCG COI Sub M exp. Jul 2027. FO: 65,946g. FW: 6,830g. BW: 8,690g. Winch: Intercon dbl drum DD-200 / GM6-71. Wire: 2,000'x2" each drum. Main Engines: 2xCAT 3516 total 4,500BHP. Last Overhauled: 2013. 2-96"x65" FP 4-blade props on 9" shafts. 08/2019 M/Es have about 14,000 hrs. since overhaul. Speed about 12kn free. Gensets: 2-106kW/John Deere 4045TFM85A (new 2014) 480vAC, 3Ph, 60Hz. 8 in 5 cabins. Raised foc'stle bow. Towing Winch removed, totally rebuilt and reinstalled in 2019. All ballast and fresh water tanks blasted and painted. Jan 2022 dry-docking with fresh USCG COI and ABS Loadline issued in June 2022. **U.S. Northwest.**



**File: [TG40185](#) Tug - Twin Screw:** 121.4' x 34.8' x 16.2' x 13.12' loaded draft. Built in 1998 by Fujian Southeast; China. Panama flag. GRT: 443. Panama Register of Shipping (ex ABS/BV). 120m<sup>2</sup> clear deck. FO: 290m<sup>3</sup>. FW: 86m<sup>3</sup>. Crane: 3T @ 12m. Winch: dbl drum Brattvaag 80T brake & 5.5T Tugger. Line Pull: 75MT@15m/m. Wire: 750m x 52mm. M/Es: 2 x Yanmar total 4,000BHP. 2-FP props. Kort nozzles. Endurance 7,200nm@12kn. Bowthruster 340HP. BP: 47T. Speed about 13kn. Gensets: 3-300kW/GM 380vAC/ 3Ph/50Hz. 1-360m<sup>3</sup>/h FiFi pump, 2-300L/min water/foam monitor. Quarters: 14 persons. Ulstein combo tow pins & shark jaws. 2-6T pull wire storage reels. 2-4m dispersant booms. **Europe Western.**

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



## Towing & Barges, Continued



**File: [TG43125](#) Tug - Twin Screw:** 118.0' x 33.0' x 18.5' x 15.00' lt draft x 18.00' loaded draft. Built in 1970 by Bludworth Shipyard; Houston, TX. U.S. flag. GRT: 196. ABS A1 Towing, AMS exp. 12 Aug, 2025. USCG Sub Ch M exp. 12 Aug 2025. FO: 72,900g. FW: 4,000g. BW: 15,000g. Winch: Skagit double drum / GM8V71. Line Pull: 225T. Wire: 2,700' x 2". Main Engines: 2 x Alco 12-251C total 4,300BHP. 2 - 130" x 95" 4-blade FP props on 10 5/8" shafts. Gensets: 2 - 99kW / GM 8-V71. 10 berths. 25-day endurance. ITC GRT 428. Upper pilothouse. Height of eye 46'. **U.S. East Coast.**



**File: [TG45013](#) Tug - Triple Screw:** 110.0' x 41.0' x 16.0' x 11.00' lt draft x 14.00' loaded draft. Built in 1987 by U.S. Shipyard. U.S. flag. GRT: 139. ABS Loadline - Expired. No COI. FO: 110,000g. FW: 14,000g. Crane: 2T Hydraulic. Winch: Double drum. Line Pull: 100T. Wire: 2 - 2,000' x 2.25". Main Engines: 3 x EMD 12-645E2 total 4,500BHP. 3 - FP 96" x 95" props on 9" shafts. Kort nozzles. Six steering "vane" rudders. Bollard Pull: 72T. Gensets: 2 - 70kW / GM; 1 - 90kW / GM. Quarters: 11 berths (5-7 crew). Upper pilot house with 55' eye level. 1,000lpd watermaker. Range 30 days towing/60 days utility works. ITC - 450G / 135N. **U.S. Gulf Coast.**



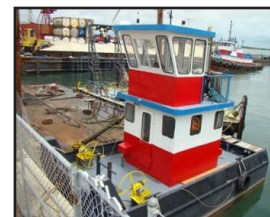
**File: [TG48137](#) Tug - Twin Screw:** 136.6' x 40.0' x 20.2'. Built in 1982 by Main Iron Works Inc.; LA. U.S. flag. GRT: 161. ABS + A1, Towing Service + AMS, Unrestricted Service exp. Feb 2022. Laid-up. FO: 173,250g. FW: 25,000g. BW: 83,060g. Crane: Nautilus 5T hyd. Winch: Markey TDS-36 dbl drum. Line Pull: 125T. Wire: 2,200' x 2.25". Main Engines: 2 x Alco 12-251E total 4,860BHP. 126" x 122" 4-blade props on stainless shafts. Kort nozzles. Gensets: 2 - 150kW/GM8V71. 13 bunks. Raised foc'stle bow & upper pilothouse with 56' eye level. Secondary Almon Johnson tow winch with capacity for 1,800' 2.25" wire. Rescue boat. ITC Tonnage: 815G/244N. **U.S. Gulf Coast.**



**File: [TG51090](#) Tug - Triple Screw:** 90.0' x 40.0' x 16.0' x 12.00' loaded draft. Built in 2002 by U.S. shipyard. U.S. flag. GRT: 98. USCG COI Sub M Exp. Jun 2025. FO: 80,000g. FW: 8,000g. Crane: 1 - 2T Hiab. Winch: Almon Johnson Single Drum; 1 - electric (1,650' x 2.25"). Wire: 2,100' x 2.25". Stern Roller. Main Engines: 3 x Cummins KTA50 total 5,000BHP. 87" x 83" Pagett Swann 4-blade props on 8" shafts. M/Es built '86/remufactured. Bowthruster 10BHP. Bollard Pull: 66T. Speed about 12.3kn max. Gensets: 1 - 104kW / John Deere; 1 - 56kW / John Deere; 1 - 75kW / GM6-71. 8 in 6 cabins. 800gpd watermaker. Modified, type 37 (88") backing kort nozzles. 1/2" plating. Heavy keel coolers & fendering incorporated as part of structure. Six Rudders. No loadline necessary, due to low GRT. Anchor handling. Reportedly built in excess of ABS requirements. **U.S. Gulf Coast.**



**File: [TG70136](#) Tug - Twin Screw:** 135.1' x 38.0' x 20.0' x 18.00' loaded draft. Built in 1975 by Astilleros del Atlantico; Spain. Rebuilt: 2001. Mexico flag. GRT: 721. ABS + A1, Ice C, Tow Service + AMS, Unrestricted. Exp Aug 2020. Dwt: 824mt. FO: 190,000g. FW: 22,000g. Winch: Smatco 66DAW dbl drum / GM8V-71 powered. Line Pull: 200T. Wire: 2,200' 2.25" ea drum max. Main Engines: 2 x EMD 20-645E7B total 7,200BHP. 2 - FP props on 12" shafts. Kort nozzles. Bollard Pull: 80MT. Speed about 13kn on 270gph. Gensets: 2 - 152kW. Quarters: Total 9 crew. Completely reconditioned & repowered in 2000. Welded steel hull with model bow, raised foc'stle bow, rounded stern with roller, two level superstructure forward with upper pilothouse. SB shark jaws, SB dual tow pins. 14' x 4' stern roller. **U.S. Gulf Coast.**



**File: [TP04227](#) Push Boat:** 25.5' x 14.0' x 4.00' loaded draft. Built in 2006. U.S. flag. Winch: 2 - Facing Winches. Main Engines: 2 x John Deere 6068TFM75 total 402BHP. Gensets: 1 - 12kW / Kubota V1505. Truckable. Steel Hull. Raised Pilothouse with 18' eye level. **U.S. Southeast.**



## Towing & Barges, Continued



**File: TP09664 Push Boat:** 60.0' x 25.0' x 9.5'. Built in 1981 by Balehi Shipyard. U.S. flag. GRT: 154. USCG COI Sub M - Exp. Feb 2024. Main Engines: 2 x Mitsubishi S6A3MPTA total 960BHP. 2 - FP 58" x 66" props. Kort nozzles. Gensets: JD-4045TF285. Flanking rudders. Laid-up. **U.S. Gulf Coast.**



**File: TP12175 Push Boat:** 75.0' x 24.0' x 10.0' x 9.00' loaded draft. Built in 1970 by Main Iron Works; LA. U.S. flag. GRT: 143. USCG COI Sub M Exp. Oct 2022. FO: 17,073g. FW: 1,060g. Winch: 2 - 40T Nabrico Face. M/Es: 2 x Mitsubishi total 1,200BHP. 2 - FP 68" x 42" props on 6" shafts. 10/22 PME - 23,759 hrs. / SME - 21,238 hrs. Gensets: 2 - 60kW / John Deere 4045TF285; 1. 28,605hr, 2. 4,080hr new 2015. 4 - main rudders and 2 flanking rudders. 29.5 ft. height of eye. 39.5 ft. highest fixed point. Keel coolers. Laid-up. **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. 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: TP18068 Push Boat:** 86.0' x 27.0' x 9.3'. Built in 1976 by Superior Boat Works. U.S. flag. GRT: 201. Class: None. M/Es: 2 x EMD 8-645-E2 total 1,800BHP. 2 - FP 76" x 63" props. Gensets: JD6068 / Cum6CTA8.3. Retractable wheelhouse. Flanking rudders. Laid-up. **U.S. Gulf Coast.**



**File: TP19011 Push Boat:** 116.0' x 28.0' x 10.0'. Built in 1973 by Brent Shipyard; MS. U.S. flag. GRT: 296. USCG COI Sub M - Exp. March 2026. M/Es: 2 x EMD 8-645-E5 total 1,950BHP. 2 - FP 88" x 82" props. Kort nozzles. Gensets: Cummins QSB7DM / 6CTA8.3. Retractable wheel house. 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 (Tenn) Bridge. 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: TP30111 Push Boat:** 110.0' x 34.0' x 10.5'. Built in 1976 by Davo Corp. U.S. flag. GRT: 283. Class: None. M/Es: 2 x EMD 12-645-E6 total 3,000BHP. 2 - FP 84" x 77.8" props. Kort nozzles. Gensets: Cummins 6CTAB.3. No flanking rudders. Laid-up. **U.S. Gulf Coast.**



**File: TP39096 Push Boat:** 96.0' x 34.0' x 10.8' x 9.00' loaded draft. Built in 2022 by Main Iron Works Inc; LA. U.S. flag. USCG Sub M COI. FO: 31,000g. FW: 7,806g. Winch: 4 - 40T Nabrico electric. Main Engines: 3 x Cummins QSK38 total 3,900BHP. 3 - 72" x 65" 5-blade SS props on 7" shafts. Tier 3. Gensets: 2 - 99kW Northern Lights (John Deere 4045). AirCon. Galley. Newbuild inland river pushboat. Height of eye - 48'. 9' operating draft. EPA Tier 3 re-built engines. Flanking rudders. Fleet deck. Full electronics. Survey. **U.S. Gulf Coast.**

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



## Towing & Barges, Continued



**File: [UB08543](#) Multicat - Twin Screw:** 85.3' x 36.1' x 10.8' x 8.20' loaded draft. Built in 2003 by ASL Shipyard Pte Ltd; Singapore. St Kitts/Nevis flag. GRT: 218. DNV-GL +100 A5. SS due Oct 2024. Dwt: 250T. Light Disp.: 280T. FO: 158m3. FW: 83m3. Crane: Heila HLRM 140-3s, 32T-10T at max. Hyd. Winch: 100T x 5m Towing / Anchor Handling. Wire: 500m x 70 mm. Main Engines: 2 x CAT 3412TA total 1,440BHP. 2 - FP 4-blades props. Bollard Pull: 14T. Speed about 9kn. Pumps: FO: 1 - 20m3/h @ 15m head. Gensets: 2 - 80KW / Perkins. 8 in 3 cabins. Multicat type 2611 multi-purpose tug / workboat. Underwent complete refit including new crew quarters following the European standard in 2017-2018. SWL 20mt towing hook. Roller fitted at bow 600mm. 3mt @ 15m/min capstan. **Europe.**



**File: [DB12084](#) Deck Barge - Inland:** 120.0' x 55.0' x 7.0'. Built in 2004 by HBC Barge LLC. U.S. flag. GRT/NRT: 388. Lt Displ: 250lt. Bulkheads: 2 - long, 4 - trans. Watertight Compartments: 15. Crane: Manitowoc 4100 S2 230T Crawler. Inland spud barge with crane. 3 x 3ft. Dia. Spuds/wells. Deck strength 2,000psf 10ft. Either side of centerline and 1,200psf other areas. Barge and crane cannot be sold separately. **U.S. East Coast.**



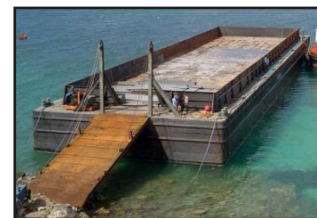
**File: [DB16541](#) Deck Barge - Ocean:** 165.0'/158.4' x 42.5' x 11.3' x 9.70' loaded draft. Built in 1976 by Mexon Marine; Tell City, IN. U.S. flag. GRT/NRT: 697. ABS Loadline Exp May 2025. Dwt: 1,200T. Rakes: Both Ends. 18' x 30' powered stern ramp. **U.S. Southeast.**



**File: [DB12145](#) Deck Barge - Ocean:** 120.0'/115.2' x 45.0' x 7.0' depth. Built in 1987 by Conrad Industries; Morgan City, LA. U.S. flag. GRT: 269. NRT: 80. ABS +A1 Barge, Offshore Service. Loadline Exp April 2023. Deck Load: 650T. ABS loadline, flat deck barge with 48" removable bin walls, four spud wells and a removable ramp, which can be mounted on the stern, bow or side. Steel deck. **U.S. Southeast.**



**File: [DB19061](#) Deck Barge - Ocean:** 190.0'/160.0' x 60.0' x 12.0' depth x 9.50' loaded draft. Built in 2009 by LAD Service LLC; Stephenville, 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. Bulkheads: 2 long'l / 5 transv. Watertight Compartments: 14. All welded steel construction. Flat deck, square raked bow and stern, two skegs, straight sides. Rub rails both sides. One 18" manhole per compartment. One 12" double bitt at each corner. 4 x 36" keels per side. 1/2" deck, bottom, side plate, 3/4" headlog & sternlog plate; 3/8" bulkhead plate. Black epoxy external coating and compound H internal coating. **U.S. Gulf Coast.**



**File: [DB22060](#) Deck Barge - Ocean:** 220.0' x 60.0' x 14.0' x 11.00' loaded draft. Built in 1998 by Corn Island Shipyard; Lamar, IN. U.S. flag. GRT: 1,366. NRT: 409. ABS + A1 Barge exp. April 2023. Class Suspended. Dwt: 3,303mt. Lt Displ: 655mt. Deck Load: 2500lb/ft2. Rakes: Bow. Bulkheads: 3 long'l / 5 transv. Flat top ocean class deck barge. 3 long'l and 5 transv bulkheads divide the hull into 24 watertight compartments. 30' ramp and 9' bin walls installed. **Caribbean.**

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



## Towing & Barges, Continued



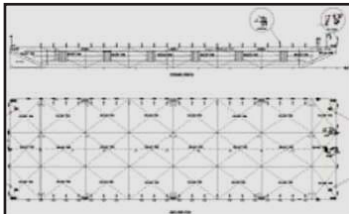
**File: [DB19550](#) Deck Barge - Ocean: 200.0' x 50.0' x 12.0'.** Built in 2000 by Corn Island SY, IN. U.S. flag. GRT: 1,025. NRT: 307. ABS Loadline exp. 07/2023. Dwt: 2,300T. Deck Load: 2,500lb/ft. Rakes: Bow only. 3' bin walls. Ramp 31'L x 18'W. 160' x 44' clear deck inside wingwalls. **U.S. Southeast.**



**File: [DB24050](#) Deck Barge - Ocean: 240.0' x 53.0' x 14.0' x 10.75' loaded draft.** Built in 2009 by Conrad Shipyard LLC; LA. Vanuatu flag. GRT: 1,284. NRT: 385. BV I + Hull Pontoon, Unrestricted Navigation Exp. Oct 2022. Dwt: 2,959lt. Lt Displ: 569lt. Deck Load: 1,500lb/ft<sup>2</sup>. Rakes: Double. Bulkheads: 6 transv/2 long'l. Watertight Compartments: 17. **U.S. Gulf Coast.**



**File: [DB25002](#) Deck Barge - Ocean: 250.0' x 80.0' x 16.0'.** Built in 2011. India flag. GRT: 2,331. NRT: 699. Indian Registry of Shipping. Built to ABS +A1 requirements. Dwt: 5,000T. Deck Load: 20T/m<sup>2</sup>. Wire/Chain: 120m. Wire/Chain Dia.: 28mm. Windlass: Diesel driven anchor winch. 250 ft. Deck Cargo Barge with epoxy coated tanks. Fitted with 24 stanchions each P/S. 14mm side and bottom plate. 12mm bulkheads. Two 80T SWL Smit tow brackets. **Southwest Asia. Prompt.**



**File: [DB26024](#) Deck Barge - Ocean: 260.0' x 80.0' x 16.0'.** Built in 2012 by Chinese SY. U.S. flag. GRT: 2,402. NRT: 720. BV I +Hull Exp. 06/22. Dwt: 4,943T. Deck Load: 25T/m<sup>2</sup>. Bulkheads: 7 transv/2 long'l. Watertight Compartments: 24. 2,100kg stockless anchor. Winch: 5T anchor. All welded steel. Flush main deck fitted with twin skegs astern. Ballastable. Foreign built, not eligible for Jones Act trade. **Mid East.**



**File: [DB28084](#) Deck Barge - Ocean: 280.0' x 80.0' x 16.0' depth x 12.27' loaded draft.** Built in 2010 by Nantong Tongsheng Shipbuilding Co Ltd; China. Tuvalu flag. GRT: 2,620. NRT: 786. BV I + Hull, Pontoon Exp. Aug 2024. Dwt: 5,908mt. Lt Displ: 1,366mt. Deck Load: 15mt/m<sup>2</sup>. 1 - 1,500kg stockless bower anchors. 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. For sale "*as is, where is*". **Australia.**



**File: [DB28093](#) Deck Barge - Ocean: 280.0' x 90.0' x 20.0' depth.** Built in 2007. Tuvalu flag. GRT: 3,709. BV I + Hull Exp. Feb 2024. 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. Bin walls. Ballastable flat top deck cargo barge. Steel barge. Three forward Smit brackets. Four each deck type mooring bollard at port and at aft. One hydraulic recovery winch forward. Cemented deck. Tire fenders. Three solar powered Colreg type navigation lights. For sale "*as is, where is*". **Australia.**



**File: [DB30081](#) Deck Barge - Ocean: 300.2' x 90.0' x 18.0' depth.** Built in 2008 by Taizhou Sanfu Ship Eng; China. Vanuatu flag. GRT: 3,527. NRT: 1,058. ABS + A1, Barge. 8,394MT on Deck Load: 15T/m<sup>2</sup>. Bulkheads: 3 long'l / 6 transv. Watertight Compartments: 26. 1 - 1,530kg anchors. Wire/Chain: 80m. Wire/Chain Dia.: 1.25". Welded steel construction Deck Barge. Flush un-cambered deck, spoon raked bow, square raked stern, towing skegs. Four double bits. Quick release Smit type towing pad eyes on bow. Internal coating. 10 large truck tire fendering per side. **Africa West Coast.**

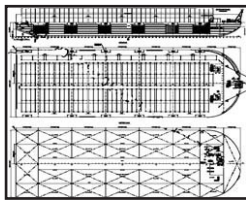




## Towing & Barges, Concluded



**File: [DB33017](#) Deck Barge - Ocean:** 330.0' x 100.0' x 20.0' depth. Built in 2005 by Chinese shipyard. U.S. flag. GRT/NRT: 5,320. BV I +Hull Pontoon Unrestricted Navigation. Dwt: 11,000T. 305'x92' clear deck. Deck Load: 15T/m2. Bulkheads: 7 Transv./3 Long. Flat top ballastable barge. Flush deck with recessed bollards. **U.S. Gulf Coast.**



**File: [DB40074](#) Deck/Tank - Ocean:** 400.0'/384.3' x 120.0' x 25.0' depth. Built in 2013 by Sainty Shipbldg. (Jiangdu) Corp.; China. Vanuatu flag. GRT: 9,161. NRT: 2,748. ABS + A1 Fuel Oil Tank Barge, F.P. >60 deg. C. Unrestricted Service. Dwt: 18,871mt. Deck Load: 25MT/m2. Rakes: Double. Bulkheads: 4 long'l / 7 transv. Watertight Compartments: 31. FO: 2080m3. FW: 1300m3. BW: 21 tanks. Pumps: Ballast: 4 - 600m3/h @ 30m head Desmi electric. 1 - 3,500kg stockless anchors. Winch: 1 - 10T double drum anchor & tow gear retrieval. Gensets: 3 - 265kW / Cummins 400vAC 50Hz 3ph. Ballastable deck cargo / fuel oil barge. About 2,006m3 fuel oil cargo capacity in 4 tanks. Underdeck pump and engine room forward. Mid-body center-line void. Double bottom / double side fuel tanks. Smit 400T SWL forward. 6 sets of wooden padded fenders fitted each side. Recessed bits. **Southeast Asia. Prompt.**



**File: [DB40100](#) Deck Barge - Ocean:** 400.0' x 99.5' x 25.0' x 3.00' lt draft x 19.80' loaded draft. Built in 1981 by FMC Corp, Marine & Rail Div; Portland, OR USA. Canada flag. GRT: 7,339. NRT: 2,201. Last DD Spring 2020. Dwt: 16,000mt. Lt Displ: 2,930lt. Deck Load: 1,639lb/ft2 (8mt/sqm). Rakes: double, skegs aft. Bulkheads: 2 long'l / 8 transv. FO: 4,000g. Gensets. Deck Barge. Converted from single skin 149,000 BBL tank barge. Small notch aft. ITC - 7132 G / 6574 N. Steel deck. Last drydocked in Spring of 2020 when purchased by the current owner. Formerly US flag with ABS class and loadline. Loadline dropped in 2020 when imported to Canada since not required. Reportedly in very good condition. Available for sale, charter, or charter/purchase. Offered exclusively by Marcon. **Canada West Coast. Prompt.**



**File: [MB11888](#) Jack-Up Barge:** 118.1' x 88.6' x 9.6' depth. Foreign flag. 1,000mt on 910m2 clear deck. Deck Load: 15mt/m2. Modular self-elevating platform designed for near shore heavy marine construction works such as construction and maintenance works on jetties, breakwaters & piling activities. 58m legs. **Mid East. Prompt.**



**File: [TB80007](#) Double Hull Tank Barge-Ocean:** 336.0'/322.2' x 74.0' x 25.0' depth. Built in 2008 by Bollinger Shipyards; Amelia, LA. U.S. flag. GRT/NRT: 4,228. ABS +A1, Oil or Chemical Tank Barge, Unrestricted. USCG COI Grade E and Lower exp. 2028. 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 overfill protection. Stewart & Stevenson hydraulic drive & pump system. Vapor Recovery system. Yokohama fender slides port fore & aft. Emergency tow wire. Panama chocks. Very recently dry docked, painted & all certificates freshly renewed summer 2023, including five year Special Survey, etc. Owner will entertain offers. **U.S. Gulf Coast.**



**File: [TB81833](#) Double Hull Tank Barge - Ocean:** 332.0'/316.4' x 74.0' x 25.0' x 4.50' lt draft x 22.10' loaded draft. Built in 2002 by Friede Goldman Halter; Moss Point, 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: 2-4,500bph, Byron Jackson LS-12, 4 Stage. 1-5,000lb anchors. Windlass: 1-Hatlapa 100 hydraulic. Crane: 2-EBI C-10-B 2T. 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 overfill alarm system. Raised trunk. TPI at Loadline = 57.58LT. **U.S. Northwest.**

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



## Offshore Support



**File: [CB06533](#) Crew Boat:** 65.0' loa x 18.0' beam x 9.2' depth x 4.60' light draft x 4.60' loaded draft. 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 about 18kn on 50gph. Gensets: 1 - 20kW / Delco 7 AK 240/120v 1Ph. Quarters: 4 berths, 1 State room. AirCon. Passengers: 16. All aluminum deep "V" hull; Hydraulic steering. Range: 24 hours 10cfm Air Compressor. Suspended COI which can be reinstated following bottom-side inspection. **U.S. Gulf Coast.**



**File: [CB07819](#) Pilot Boat:** 78.2' loa x 21.5' beam x 9.2' depth x 3.70' loaded draft. 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. Galley. 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. Inspection can be arranged promptly on request. **MOTIVATED SELLER. U.S. East Coast.**



**File: [CB08080](#) Crew Boat:** 80.0' loa x 17.1' beam x 9.0' depth x 5.00' loaded draft. Built in 1978 by Sewart Seacraft; Berwick, LA. U.S. flag. GRT: 81. USCG COI - 20nm offshore exp. 05 May 2025. 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: [CB10030](#) Crew Boat:** 100.0' loa x 21.5' beam x 6.7' depth x 5.00' loaded draft. Built in 1979 by Camcraft Inc.; LA. U.S. flag. GRT: 95. USCG COI exp. 10 Apr 2022. Deck Cargo: 25LT on 40' x 18' clear deck. M/Es: 3 x DD 60 Series Tier 2 total 1,800BHP. Engine Hours = PME - 23,876; CME - 23,975; SME - 24,075 hrs. Speed about 17kn on 45gph. Gensets: 2 - 30kW / Tier III. Quarters: 3-5 crew. AirCon. Galley. Passengers: 60. Aluminum crew boat. Last dry-docked in June 2020. **U.S. West Coast.**



**File: [CB10121](#) Crew Boat:** 101.6' loa x 21.3' beam x 9.6' depth x 4.36' loaded draft. Built in 1982 by Halter Marine Inc; Chalmette, LA. Rebuilt: 2005. Indonesia flag. GRT: 106. BKI +A100 (I) P AL Crewboat, +SM. Dwt: 253T. Deck Cargo: 30.50mt on 75m2 clear deck. FO: 8.80m3. FW: 7.95m3. M/Es: 3 x GM 12V71 total 1,600BHP. 3 - FP props. Speed about 19kn. Gensets: 2 - 48kW / Perkins 240vAC. Quarters: 6 crew. Galley. Passengers: 60. Vessel refurbished in 2001. 2 - 4m long spray booms. Two toilets & two showers. **Southeast Asia.**



**File: [CB11049](#) Crew Boat:** 110.0' loa x 24.0' beam x 8.9' depth x 5.00' light draft x 7.00' loaded draft. Built in 1980 by Progressive Shipbuilders; Houma, LA. U.S. flag. GRT: 98. USCG COI. Deck Cargo: 51LT on 50' x 20' clear deck. FO: 6,500g. FW: 1,200g. M/Es: 4 x GM Series 60 Tier II total 2,400BHP. 4 - FP props. Speed about 17kn on 60gph. Gensets: 2 - 30kW Tier III. Firefighting: None. Quarters: 3-5 crew. Passengers: 52. All aluminum. Pilothouse and stern steering stations. **U.S. West Coast.**



## Offshore Support, Continued



**File: CB11420 Crew Boat:** 114.5' x 21.2' x 9.2' depth x 3.94' loaded draft. Built in 1986 by Villeneuve La Garenne; France. Indonesia flag. GRT: 179. BV I, 3/3 E Special Service AUT. Coastal Waters. Dwt: 70mt. Light Disp.: 66mt. 10mt on 28.2' x 17.8' clear deck. M/Es: 2 x GM 16V149TI total 3,600BHP. 2 - 63S 62 Kamewa Water Jet props. Range - 340nmi. Max speed 31.5 kn. Speed about 22-24kn. Gensets: 1 - 80kVA / GM 3-71, 1 - 125kVA / GM 6V71TA 380vAC 50Hz 3Ph. Firefighting: 1 - 600m3/h monitor. Pump driven off spare generator. 6 - 1 berth cabins. AirCon. Galley. Passengers: 88 seats + 2 in VIP cabin. VIP Saloon. 27 knots fully loaded. Fully equipped. PME new 05/2001. **Southeast Asia.**



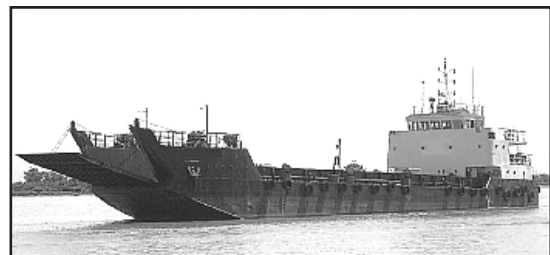
**File: CB11421 Crew Boat:** 114.5' x 20.7' x 9.2' depth x 3.90' loaded draft. Built in 1986 by Soc. Francaise De Const. Navales. Indonesia flag. GRT: 179. Formerly BV I. Special Service Personnel Carrier Tropical. 5-7mt on 5.45m x 8.8m clear deck. FO: 17.3m3. FW: 15m3. M/Es: 2 x GM 16V149TI total 3,600BHP. Waterjet props. Speed about 16kn. Quarters: 7 crew. Galley. Passengers: 68. Welded steel construction. **Southeast Asia.**



**File: CB11527 Crew Boat:** 115.7' x 23.0' x 11.2' depth x 4.10' loaded draft. Built in 2005 by Sam Aluminum Engineering; Singapore. Indonesia flag. GRT: 138. ABS +A1, HSC Crewboat, Coastal, +AMS. Dwt: 91mt. 86m2 clear deck. FO: 107m3. FW: 16m3. M/Es: 3 x CAT C32 total 4,200BHP. 3 - 1,000mm 5-blade FP props on 101.6mm shafts. Bowthruster 0.65mt. Speed about 25-26.9kn. Pumps: FO: 10m3/h, FW: 10m3/h, Bilge/BW: 26m3/h, General: 26m3/h. Gensets: 2 - 52kW/Perkins 4 Sabre TGM, 1 - 10kVA/Yanmar 380/415vAC 50Hz 3Ph. Firefighting: 1,200m3/h pump & Ekhart monitor. Quarters: 10 persons. Passengers: 60 seats. Aluminum hull crew / fast utility vessel. Life-saving & firefighting as per SOLAS requirements. 1 hospital. **Southeast Asia.**



**File: LC14034 Landing Craft:** 141.0' x 33.2' x 9.1' depth x 9.45' loaded draft. Built in 1945 by Commercial Iron; Portland OR. Rebuilt: 2022. U.S. flag. GRT: 98. USCG COI Subch "I" for 16 pax for hire exp Oct 2027. 147.57T on 76' x 29' clear deck. FO: 9,980g. FW: 7,200g. DW: 25,000g. Crane: 11.25T RO Model TC110-55. Winch: Electric single drum 2 speed. Wire: 1,200' x 1.25". Main Engines: 2 x GM 12V71 total 680BHP. 59" x 52" Stainless props on 4" Stainless shafts. Keel cooled. Dry exhaust. Air start. Speed about 10kn on 38gph. Gensets: 2 - 99KW (new). 10 in 5 staterooms. Galley. Passengers: 16. Completely refurbished by the current owner in 2022; new living quarters, galley and pilot house. Also complete with new electrical system, including 2 generators, switchboard, panels, cabinets, breakers and wiring. Updated USCG approved drawing package reflecting all modifications and upgrades is available. New stability letter Nov. 2022. USCG Certificate of Inspection (COI) renewed pending transfer to new buyer and conducting final sea-trials and crew drills. Complete with a folding / extendable ramp (15 foot opening) which is well suited for accessing and delivering materials and equipment. For sale exclusively though Marcon International, Inc. Further details and price guidance on request. **U.S. Northwest.**



**File: LC16038 Landing Craft:** 160.0' loa x 38.0' beam x 11.0' depth x 10.50' loaded draft. Built in 1997 by PT Sentosa Mulia Shipyard; Indonesia flag. GRT: 485. RINA C+ Ro-Ro Cargo Ship, Unrestricted. Special Survey due 10 Mar 2022. Dwt: 600mt. 270m2 clear deck. FO: 68m3. FW: 85m3. M/Es: 2 x CAT 3406TA total 760BHP. 2 - FP props. P/S Tailshaft Docking due 10 Mar 2022. Speed about 9kn. Gensets: 2 - 53kW / Cummins, 1- 20kW / Perkins. Quarters: 6 crew/4cabins. AirCon. Galley. All welded steel landing craft. Equipped for carriage of fuel oil. Ready for delivery. **Southeast Asia.**

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



## Offshore Support, Continued



**File: [RV18641](#) Research Vessel:** 186.0' x 40.0' x 16.0' depth x 10.00' loaded draft. Built in 1990 by McDermott Shipyard; Morgan City, LA. U.S. flag. GRT: 495. Ex- ABS + A1 (E) + AMS, ABS Loadline. Laid up with several O/S recommendations. USCG COI Subch "U". Deck Cargo: 140LT on 46'x40'/32'x20' clear deck. FO: 68,000g. FW: 15,000g. BW: 102,000g. Crane: 11T. Winch: 4 - Fritz Culver vertical traction (10T ea) 4pt mooring. Line Pull: 20,000each. M/E: 1 x Cummins KTA50 total 1,250BHP. 1 - 90" x 74" FP props on 7" shafts. 2 - 300HP Ulstein Z-drives, 1 - 400HP Omni thruster forward. Bowthruster 400HP. Speed about 11kn. Gensets: 3 - 650kW / Cummins 1728; 1 - 100kW / Cummins NT855 450vAC 60Hz. Quarters: 41 (can be increased). Large Galley, laundry. Originally built for U.S. Navy as a torpedo test craft. Can anchor in water up to 2,400'; maintain position and work up to Sea State 5. Large scientist space, excellent research platform, cable splicing etc. or OSV. 2 - Stockless 1,250lb anchors fitted plus 2 - 750lb anchors aft in storage and not currently fitted. **U.S. Northwest.**



**File: [RV19033](#) Survey Vessel:** 195.0' x 33.5' x 14.8' depth x 13.08' loaded draft. Built in 1972 by Martin Jansen; Germany. Rebuilt: 2006. Canada flag. GRT: 1,035. DNV / GL+1A1. Ice C. Ice. Dwt: 1,008T. 227m<sup>2</sup> clear deck. Hold Capacity: 1,770m<sup>3</sup>/1,657m<sup>3</sup> G/B in one hold. 2 hatches. FO: 141.6T. FW: 102.5T. Crane: 1 - 18T/m Helia & 1 - 2T @ 10m Stromme. Winch: 15T SWL Karmoy A-frame midships. Wire: 1,950m 26m. M/E: 1 x Alpha 10V23LU total 1,250BHP. CP props. 450HP Ulstein CP stern thruster. Bowthruster 600HP. Speed about 10-11kn. Gensets: 2 - 295kW / Cummins NT855-G6, 1 - 1,250kW / Cummins KTA50. 32 in 21 cabins. 60m ice strengthened offshore support / research / survey vessel. Fitted with Robertson SDP 600 DP system with position keeping capability & joystick. DNV AUTS w/o redundancy, HPR 310, HiPAP. Kongsberg EM 302 & EM 1002 hull mounted MBES. HiPAP 500 & Sonardyne Ranger 2 hull mounted USBL. 15T A-frame aft & 8 T amidships. Capstan. Vessel underwent an extensive upgrade in 2009. Norsafe Merlin 580 MOB system with Westdavit PL2000. Simrad C-Map chart system. Recently conducted numerous route surveys (subsea electric, wind farm and telecom cable) as well as oilfield surveys internationally including the Arctic. Survey equipment available separately. Marcon sold to owner. **Canada East Coast.**



**File: [RV19241](#) Dive Support:** 192.0' loa x 40.0' beam x 14.0' depth. Built in 1981 by Rysco; Rockport, TX. Rebuilt: 2008. U.S. flag. GRT: 295. ABS Loadline, USCG. 70' x 31' clear deck. FO: 45,442g. FW: 39,168g. Crane: 25T Hydraulic telescoping. Derrick/A-Frame: 15T A-frame. Winch: 2 - Clyde double drum mooring. Line Pull: 55,000lb. Wire: 5,500' 1.125. M/Es: 2 x CAT D399 total 2,250BHP. 2 - FP props on Stainless steel shafts. M/E Rebuilt 2009. Bowthruster 300HP. Speed about 10-12kn on 75gph. Gensets: 2 - 210kW / CAT. Quarters: 45 berths total. AirCon. Galley. Dive support vessel. 4-point mooring system (optional). Leased winches currently removed, but can install new RB 90s or similar as system still intact. 32" moon pool for survey & scientific ops. Located on main deck just aft of dive control van and accommodation. Quarters include 10 berths for vessel crew, plus 35 total for client. Client berthing includes 1 - private room with office and shower, 2 - 1 man, 5 - 4 man and 2 - 6 man rooms. Built in dive equipment accommodates full service air & mixed gas diving operations to 300ft. Custom dive control center. Full electronics. Vessel converted to DSV from supply boat in 2007/2008. As of February 2019, recently out of drydock with current COI. Available for sale or charter for surface supplied dive ops. Contact Marcon for price and rate guidance. **U.S. Gulf Coast.**



**File: [SU14748](#) Supply Boat - AHTS:** 147.6' loa x 41.3' beam x 17.4' depth x 14.70' loaded draft. Built in 2011 by Jiangsu Sun-hoo Shipbldg; China. Vanuatu flag. GRT: 883. BV I + Hull+Mach Exp April 2022. Ex - ABS. Dwt: 611mt. 200m<sup>2</sup> clear deck. FO: 460m<sup>3</sup>. FW: 260m<sup>3</sup>. BW: 96.5m<sup>3</sup>. Crane: Rescue boat davit. Winch: Hyd. double drum waterfall; 2 - 10T tuggers; 2 - 5T capstans. Line Pull: 180T. Wire: 3,280' x 2". Stern Roller. M/Es: 2 x CAT 3516B-HD total 5,150BHP. 2 - 2,700mm dia FP props. Kort nozzles. 1m<sup>3</sup>/h 15ppm oily water separator. Bowthruster 5T. Bollard Pull: 65T. Speed about 12kn max on 9.57-17.32Tpd. Pumps: FO: 50m<sup>3</sup>/h, FW: 50m<sup>3</sup>/h, FiFi: 1,500m<sup>3</sup>/h, GS/Fire: 50m<sup>3</sup>/h, Emergency: 25m<sup>3</sup>/h. Gensets: 3-245kW / Cummins; 1-80kW / Cummins 415v 3ph 50Hz. Fire-fighting: 2 - 1,200m<sup>3</sup>/h monitors. Quarters: 24 men (2-1,3-2,4-4). AirCon. Galley. Anchor handling tug fitted with Zicom 200T SWL shark jaw and vertical hydraulic tow pin. Sewage treatment for 30 persons. Contact Marcon for sale price ideas, tow quotes. **U.S. Gulf Coast. Prompt.**



## Offshore Support, Concluded



**File: [SU15060](#) Supply Boat:** 150.0' loa x 36.0' beam x 12.0' depth x 7.50' light draft x 9.98' loaded draft. Built in 2005 by Master Boat Builders Inc. Foreign flag. GRT: 447. Overseas Marine Cert. (Exp. Jan 2025. Last DD 2020). Ex ABS Int. Load Line. Dwt: 518T. Deck Cargo: 300T on 27 x 9m clear deck. FO: 60,600g. FW: 8,400g. BW: 48,000g. Crane: Palfinger 4.5T (optional). 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. Firefighting: 1-FiFi Monitor 1,300gpm @ 240'. Quarters: 20 berths. Galley. A-frame 15T (optional). Sat-com (optional). **Caribbean.**



**File: [SU23560](#) Supply Boat:** 235.9' loa x 52.4' beam x 22.9' depth x 19.10' loaded draft. Built in 2008 by Cochin Shipyard Ltd; India. Niue flag. GRT: 2,160. RINA, Ex DNV-GL +1A1, SF EO, Dynpos-AUT, Clean. Dwt: 3,250T. Deck Cargo: 1,600mt on 680m2 clear deck. FO: 973m3. FW: 900m3. DW: 1,265m3. Dry Bulk: 320m3. Liq. Mud: 997m3. Crane: 3T @ 10m outreach. Winch: 2 - 10T Tuggers / Brattvaag. M/Es: 2 x Bergen KRMB-9 total 5,450BHP. 2 - CP props. Stern Thruster: 800BHP. Bowthruster 2-800BHP. Dynamic Positioning. Speed about 14.3kn on 22.7m3/day. Pumps: FO/FW/DW: 200m3/h@9bar each; LiqMud: 2-75m3/h@22bar; Base: 150m3/h@9bar. Gensets: 2 - 1,280kW / shaft; 2 - 250kW; 1 - 72kW / 440v 60Hz. Firefighting: FiFi - 1. Quarters: 42-person. Galley. UT-755L design. Kongsberg K Pos-21. DP-2. Laid-up but being reactivated in Summer 2023. Brattvaag PH SNF 210-40 anchor windlass. Worked in transportation of liquid products and deck cargo to drilling rigs, production platforms, pipe laying barges and drill ships. Performs Safety Standby Service functions. Life-saving and firefighting equipment meet SOLAS requirements. **Southeast Asia. August/September 2023.**

## Offshore Support Market, Cont'd.

Of the 13,322 vessels and 3,757 barges that Marcon tracked as of May 2023, 5,184 are tugs with 316 officially on the market for sale worldwide, down 249 or 44.07% from one year ago and down 93 or 22.74% from May 2018. 95.51% of U.S. and 36.12% of foreign tugboats for sale are direct from Owners. 52 or 16.46% of the tugs worldwide, primarily foreign flagged, were built within the last 10 years, are newbuilding re-sales or currently under construction – compared to 19.80% one year ago and 35.04% five years ago. 53 (16.77%) are over 50 years of age, with five of those over 75 years old.

The majority of tugs Marcon tracks for sale as of this report are in the US with 89 tugs officially on the market (vs. 106 one year ago), followed by 59 in Southeast Asia (71), 34 in the Far East (52), 34 in Europe (53), 20 each in Latin America (29) and in the Mediterranean (33), 13 in the South Pacific (17), 9 each in the Caribbean (11) and in the Mid East (15), 7 where location unstated (10), 6 in Canada (7) and 2 each in Africa (5) and Southwest Asia (0). Where machinery is known, CAT diesels power 84 or 27% of the tugs listed for sale. This is followed by 51 vessels with EMDs, 39 Niigata, 35 Cummins, 28 Yanmar and 8 with Mitsubishi. 65 tugs are powered by other machinery from Akasaka to Wartsila with one Fairbanks Morse tug on the market.

Five years ago, 35.04% of tugs for sale worldwide, primarily foreign flag, were built within the previous 10 years compared to 16.46% today. Then 11.86% of the tugs on the market were 50+ years old compared to 16.77% today. At that time, Marcon had five tugs older than 75 years same as today. The average age of all tugs that Marcon has for sale worldwide today is 30 years, with 1993 average build date, compared to 26 years, 1992 average built, in May 2018.

Looking at tugs for sale worldwide, conventional twin screw tugs lead with 196 (62.0%) available, followed by 80 azimuthing (25.3%), 27 single-screw (8.5%), seven Voith Schneider tractors (2.2%) and six triple screw (1.9%). This is fairly comparable to five years ago when 12.4% of the 565 tugs for sale were single screw, 60.7% twin screw, 23.2% azimuthing, 3.0% VS tractor and 0.7% 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 May 2023, Sea-Web reported 2,242 tugs worldwide scuttled, broken up or to be broken up world-wide. This is up 5.06% from May 2022's 2,134. Scrapped vessels increased 34.38% between May 2021 and May 2022, after averaging just over 2% from 2018 to 2019 and then 2019 to 2020. With the decrease in rate of scrapping, it seems that many companies have finished a concentrated effort to scrap its excess tonnage during the worst of the economic fallout of the pandemic. In certain areas of the market, we have seen an increase in demand for tugs and barges, with there being a shortage of units

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



## Marcon's Recent Sales

Marcon International is pleased to announce 19 sales closed to date in 2023, which brings us to 1,565 sales and charters successfully completed since 1981.

In 2023 to date, Marcon closed 12 additional private and confidential sales in addition to those specifically announced.



Marcon can report it closed on the sale of the twin screw, ocean going tug "San Felipe" from SAAM Towing to its new South American owners. Built in 1996 at President Marine Pte, Singapore; the 2,800BHP unit measures 95' x 28' x 13' and is powered by

twin Yanmar T240-ET main engines. The vessel is surveyed under Lloyds Register Class. The tug is being repositioned to the new owner's location and will eventually be renamed. Marcon was the sole broker in the transaction.

Marcon closed on the sale of the three 7,200HP U.S. flagged Invader Class tugs "Ensign" (pictured), "Warrior" and "Ranger" from owner

Crowley Puerto Rico to an overseas client in an en-bloc deal. All three tugs were built in the mid-



1970s at McDermott Shipyards in Louisiana. The tugs measure 132' x 36.5' x 19.2'. Each has triple rudders for close-quarter maneuverability and steering power for large tows as evidenced by their 75 short ton bollard pull. This sale represents the 127th to 129th vessels and barges that Marcon has assisted Crowley Maritime with selling, purchasing or chartering since 1986.

In 2022, Marcon concluded a total of 19 sales and charters comprised of three ocean deck barges, three inland deck barges, an ocean tank barge, a landing craft, five tugs totaling 11,085BHP, a fast supply utility vessel, a crew boat, two platform supply vessels and two anchor-handling tug supply vessels.

## 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. Please [email](mailto:info@marcon.com) or call us at (360) 678-8880.

## Towing Market, Concl'd.

with desired specifications.

Marcon's database shows 93 fewer tugs officially for sale than five years ago in May 2018 with largest shifts in the lower horsepower categories. There are 23 fewer tugs are today listed in the 2-3,000HP range with average age increasing from 30 to 31 years. The 3-4,000HP range lost 22 tugs while their average age increased from 25 to 30 years. Below 1,000HP and the 1-2,000HP range each lost 13 tugs while average age increased six to eight years, respectively. The 4-5,000HP range decreased by 10 tugs with average age rising from 17 to 24 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 22.74% drop in listings with a four year increase in overall average age.

As of June 2022, Marcon was tracking 816 inland river pushboats with 52 officially on the market for sale (38 U.S. flag and 14 foreign flag). Eight of the boats with age listed were built within the last ten years. Twenty-eight boats are forty-five years of age or older. The oldest listed were built in 1944, a 76', 1,150BHP vessel and a 127', 3,600BHP vessel, both on the U.S. West Coast. This is counterbalanced by a 2023-built 96' 4,000BHP pushboat located on the U.S. Gulf Coast. Marcon also has six inland river pushboats listed for charter – four U.S. and two foreign.

The number of inland river push boats officially on the market for sale in total is 52, down three or 6.12%, from one year ago in June 2022 and down 49 or 48.51% from May 2018. We do not have any push boats offered greater than 5,000HP, reflecting that higher horsepower units are working consistently. Currently, 15.38% of the push boats available are less than 10 years old, up from 12.24% reported one year ago but down slightly from 15.84% reported five years ago. Specifically, the average age of all on the market through Marcon last year and five years ago was 37 and 45 years, respectively, compared to 40 years now. Mostly older foreign-flagged vessels have gone on the market, with average age going from 30 years in 2018 to 42 years now. U.S.-flagged push boats went from 48 years old five years ago to 36 last year to back to 39 years old as of this report date.

Of the 48 vessels listed for sale where engine type is known, 12 are powered with Cummins, followed by ten with EMDs, nine with CATs, four with John Deere, GM and Mitsubishi with three each and seven comprised of other types. Most of the inland river pushboats Marcon has listed for sale are located in the U.S. with 38 vessels or 73%; followed by seven or 13% 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 from 82% in 2018 to 73% now. Availability in Europe has stayed consistent (13%) but increased in Latin America (2% to 10% now).

Full Reports here: [Push Boat – June 2023](#) & [Tug – May 2023](#)

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