



Marcon International, Inc. NEWSLETTER

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Table of Contents

| | |
|------------------|------------|
| Article | 1, 13 & 14 |
| Towing & Barges | 2-10 |
| Offshore Support | 11-13 |
| Recent Sales | 14 |

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

Inland & Ocean Towing Market Update

By: Marcon Staff

Marcon finished 2023 with 31 sales and one charter, followed by three transactions closed to date in 2024. Some of these sales are noted as follows: an 80,000BBL double hull U.S. Flag ocean tank barge, an 11,000HP AHTS, a 145' OSV and a 197' LOA coastal deck barge, one Tier 3 U.S. Flag 2,200BHP tug, one U.S. Flag 2,400BHP twin screw tug, three 7,200BHP IN-VADER Class tugs, a 1,300BHP twin screw U.S. Flag tug, and a U.S. Flag 3,000HP push boat. Additional sales have occurred on private terms, and Marcon has also recently closed on several sales including an 80,000BBL double hull U.S. Flag tank barge which is currently being towed to South America (tow also arranged via Marcon), and we also concluded the sales of a 190' LOA 3,900BHP U.S. Flag AHTS, a twin screw 1,800HP U.S. Flag tug, a 3,000BHP single screw U.S. Flag tug and a 40' pilot boat to round out the year.

The second-hand tug market in the USA has been very active over 2023 with available tonnage that is USCG Certified drying up on the market substantially. Owners are continually upgrading older tonnage with new machinery, and other upgrades as the costs to deliver a newbuilt tug in the USA have gone out of sight, and time delays for delivery are now quite extended. There is very little to offer in the market, especially for Z-peller tugs. However, Marcon can still offer a few working / certified tugs for sale in the US Market.

Overall, the U.S. inland market seemed slower in 2023 than it did in 2022. Low water levels in key rivers and ports, including the Panama Canal, impacted schedules and freight movements. Key export areas, such as the Red Sea, saw supply disruptions due to military actions. All of these disruptions have an impact along all phases of the transportation and supply chain. But operators are reporting high utilization and strong charter rates for their working inland vessels and barges.

While Marcon did see an increase of tonnage availability across several maritime sectors in 2023, the inland market tightened with a decline in availability of second hand inland vessels and barges. During 2023, Marcon completed the sale of one U.S.-flagged pushboat, compared to the sale or charter of 12 tugs. It has been difficult to find available inland tonnage that meets buyers' needs and price levels, while abiding by sellers' desired trade and competition restrictions. Corporate acquisitions have led to fleet consolidations. Lingering effects of the pandemic have impacted maintenance and recertification of tonnage, with an increase in scrapping of tonnage idled during the "shutdown" when costs to reactivate are too high or there is not available yard space for required work.

Of the 13,283 vessels and 3,754 barges that Marcon tracked as of November 2023, 5,149 are tugs with 268 officially on the market for sale worldwide, down 140 or 34.31% from one year ago, November 2022, and down 278 or 50.92% from November 2018. 93.90% of U.S. and 39.78% of foreign tug-boats for sale are direct from Owners. 28 or 10.45% of the tugs worldwide, primarily foreign flagged, were built within the last 10 years, are newbuilding re-sales or currently under construction – compared to 18.63% one year ago

(Continued on page 13)

Featured Listings



[DB33085](#)
Deck Barge - Ocean



[LC14034](#)
Landing Craft



[SU15027](#)
Supply Boat



[TB99066](#)
Tank Barge - Ocean



[TG30196](#)
Tug - Twin Screw



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 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 32' eye level from upper pilothouse. **U.S. Southeast.**



File: [TG07060](#) Tug - Twin Screw: 60.0' loa x 21.0' beam x 7.0' depth. Built in 1956 by Claya J. Adams, LA. Rebuilt: 2002. U.S. flag. GRT: 75. USCG COI Sub M Exp. Oct 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. Quarters: 3 double berths in 2 rooms. AirCon. Vessel extensively rebuilt with new bottom & all machinery new or overhauled, etc. in 2002. **U.S. Southeast.**



File: [TG08575](#) Tug - Single Screw: 75.0' loa x 21.0' beam x 10.0' depth. Built in 1966 by Martinolich Shipbuilding; WA. U.S. flag. GRT: 87. USCG COI exp Oct 2026. Subchapter M. Last DD July 2023. FO: 16,000g. FW: 3,800g. Crane: 2,000lb Tulsa. Winch: Foss Single Drum hydraulic. Wire: 1,500' x 1.375". Main Engine: 1 x CAT D398 total 765BHP. 1 - 5-blade 85" x 59" SS FP props on 7" shafts. Gensets: 1-30kW/John Deere 4045DF-M70, 1-35kW/John Deere 4045D 120/208v 3Ph. 850HP single screw tug. Steel hull. Foss design "M" Class tug. Currently working. Available en bloc with 165' x 45' inland deck/ramp barge **DB16545** or separately. **U.S. Northwest.**



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 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 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: [TG19898](#) Tug - Twin Screw: 99.4' loa x 35.3' beam x 17.1' depth x 16.30' loaded draft. Built in 1991 by Port Lincoln Ship Constr Pty Ltd; Australia. Australia flag. GRT: 307. LR 100 A1 Tug LMC UMS. SS-DD due Dec 2025. Last DD Sept 2020. FO: 55m3. Winch: Jeden fwd & aft; Mechanical Towing Pins; Tow Hook. Main Engines: 2 x CAT 3516 total 1,918BHP. 2 - Ulstein 1650H props. Bollard Pull: 48mt. Tug with ASD / Combi Lever. Currently working. **Australia. Early 2024.**

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



Towing & Barges, Continued



File: [TG21074](#) Tug - Twin Screw: 73.8' loa x 23.8' beam x 12.3' depth. Built in 1995 by Damen SY / Tczew Stocznia SP Z. Colombia flag. GRT: 145. LR +100 A1 LMC Tug, Coastal Service. S/S & D/D due Jun 2025. 35m2 clear deck. FO: 38m3. FW: 10m3. Winch: Mampaey Tow Hook SWL 45.9T. M/Es: 2 x Cummins KTA-38-M total 2,090BHP. 2 - 1,900mm Bronze FP props. Kort nozzles. Bollard Pull: 31mt. Speed about 10kn free. Gensets: 2 - 58kW / Cummins 4BT 110/440vAC 60Hz. Fifi: 1,200m3/h pump + monitor. Quarters: 7. AirCon. Damen Stan tug 2207. NGT: 104.9. Currently operational. Recent dry dock maintenance. Suitable for towing, mooring, fire fighting and pollution control. **Caribbean. 2nd Half 2024.**



File: [TG22103](#) Tug - Twin Screw: 100.2' loa x 29.0' beam x 14.5' depth. Built in 1975 by Main Iron Works; LA. Rebuilt: 2011. U.S. flag. GRT: 170. USCG COI Sub M - Exp. March 2025. Winch: Almon Johnson (232) single drum. Main Engines: 2 x CAT 3512C total 2,560BHP. 2 - FP props. AirCon. Flush deck, upper pilot house. Outfitted with JAK Coupler system in 2011. ITC - 292G / 87N. Working steady with **TB25925**. Capstan also fitted aft. Owner looking to sell the two units 'en bloc', but may be willing to separate. Formerly classed ABS +A1 +AMS Towing Service class, but allowed to lapse. Working steady. Reportedly in good condition. **U.S. Northeast. Q2 2024.**



File: [TG24161](#) Tug - Twin Screw: 100.0' loa x 27.1' beam x 12.0' depth. Built in 1968 by Main Iron Works, LA. U.S. flag. GRT: 149. Ex ABS Loadline. FO: 32,000g. FW: 5,000g. Winch: 2 - Patterson barge winches. Wire: 100' x 1-1/8". Main Engines: 2 x CAT 3512 total 2,400BHP. 88" x 66" 4-blade stainless props. M/Es rebuilt 2008 stbd and 2010 port. Gensets: 1 - 75kW / GM4-71 (port); 1 - 55kW / GM4-71 (stbd). 4 cabins. AirCon. 24' height of eye. Vertical capstan aft. **U.S. East 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. 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. 2nd Q 2024.**



File: [TG29107](#) Tug - Twin Screw: 106.0' loa x 34.0' beam x 10.5' depth. Built in 1970 by J.M Martinac SB; WA. U.S. flag. GRT: 193. USCG COI Sub M. Exp. Jun 2026. FO: 59,600g. FW: 3,500g. Winch: SWANN single drum. Wire: 2,400' x 2.125". Main Engines: 2 x EMD 8-645E5 total 2,900BHP. 2 - 87" x 86" 4-blade SS FP props. Kort nozzles. Bollard pull astern @ 21.75T. Bollard Pull: 30ST. Gensets: 2 - 125kW / GM6-71 450vAC 60Hz. 8 crew in 5 cabins. Designed for shallow draft ops. Raised pilothouse. Model bow. Flanking rudders. Used for coastwise & river work. Ex-ABS + A1 Towing + AMS. Both M/Es had the top end overhauled in 2021. **U.S. Northwest.**



File: [TG30123](#) Tug - Twin Screw: 101.4' loa x 26.8' beam x 12.3' depth. Built in 1954 by John E. Mattan & Sons; NY. Rebuilt: 2000. U.S. flag. GRT: 147. USCG COI Sub. M - pending Q3-Q4 2023. FO: 57,000g. FW: 2,000g. Winch: Single drum Burrard + 18" capstan. Wire: 2,500' x 2". Main Engines: 2 x EMD 12-645E2 total 3,000BHP. 2-FP 88" x 108" Nautican/Rice props on 8.75" shafts. Kort nozzles. Bollard Pull: 42.5mt. Gensets: 1 - 100kw / GM6-71, 1 - 40kW / GM4-71. Quarters: 3 singles, 2 doubles. Galley. After steering station. Vessel converted to twin screw in 2000 from single screw tug. Spill containment system; Orville hook. X<150GRT. No ITC measurements have been done for this tug. Not officially for sale, but we may develop against non-competing interests. **U.S. West Coast.**



Towing & Barges, Continued



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 TDS 32. 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. AirCon. Hydraulic Tow Pin / Roller system. Keen Seller. Inviting offers after inspection. **U.S. West Coast.**



File: [TG30258](#) Tug - Twin Screw: 105.0' loa x 34.0' beam x 10.7' depth. Built in 1976 by J.M. Martinac Shipbuilding, WA. U.S. flag. GRT: 151. ABS Loadline exp. Feb 2015. Laid-up. Dwt: 252T. FO: 66,000g. Main Engines: 2 x EMD 12-645-E6 total 3,500BHP. 2 - FP props. 01/2024 About 30,000hrs. on MEs. Gensets: 2 - Northern Lights. AirCon. Galley. Upper pilot house. **U.S. West Coast.**



File: [TG32053](#) Tug - Twin Screw: 105.0' loa x 30.2' beam x 14.7' depth. Built in 2007 by Rushan City Shpblgd. Co.; China. Colombia flag. GRT: 279. LR +100 A1 Tug +LMC. Exp Feb 2027. Dwt: 270mt. Light Disp.: 284mt. 85m2 clear deck. FO: 258m3. FW: 24mt. BW: 14mt. Winch: Thor TH-15HTW-MO8-202B. Main Engines: 2 x Cummins KTA50-M2 total 3,200BHP. 2 - FP Kaplan props. Kort nozzles. Bollard Pull: 45T. Speed about 12kn. Gensets: 2 - 101.25kVA / Cummins 6CTA5.9 400vAC 50Hz. Fifi: 300m3/h. Quarters: 10 crew. Air-Con. Tug is suitable for towing, mooring, fire fighting and pollution control. Reportedly in excellent condition. Recently drydocked with main engines and gear boxes overhauled. Increased fuel capacity and additional deck space. **Caribbean.**



File: [TG34103](#) Tug - Twin Screw: 100.0' loa x 32.0' beam x 14.0' depth. Built in 1998 by Thoma-Sea Boats; LA. U.S. flag. GRT: 96. USCG COI Sub M. Exp. Jun 2025. Winch: McElroy Model DT65-D double drum / CAT3306. Line Pull: 90T. M/Es: 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. USCG Dry-docking overdue June 2022. **U.S. Gulf Coast.**



File: [TG35092](#) Tug - Twin Screw: 87.6' x 28.0' x 13.1' depth. Built in 2002 by Detroit Chile SA. Peru flag. GRT: 218. ABS A1 Towing Vessel, AMS. Exp July 2027. FO: 57T. FW: 20.8T. M/Es: 2 x MTU 12V4000M60 total 3,590BHP. Bollard Pull: 42T. Gensets: 2 - 84kW. **South America West Coast.**



File: [TG35103](#) Tug - Twin Screw: 105.0' loa x 32.0' beam x 16.9' depth. Built in 1972 by Carrington Slipways Pty Ltd; Australia. Foreign flag. GRT: 268. LR disclashed. Laid-up. Winch: Tow hook. M/Es: 2 x Blackstone ESL16MK2 total 3,500BHP. 2 - 4-blade FP props. Kort nozzles. Bollard Pull: 44T. Gensets: 2 - 40kW 415vAC 50Hz. Laid-up. **South America East Coast.**



File: [TG35911](#) Tug - Twin Screw: 111.3' loa x 35.5' beam x 17.7' depth. Built in 1983 by Carrington Slipways Pty Ltd; Australia. Australia flag. GRT: 473. LR 100 A1 Tug LMC UMS. SS due Oct 2023. Last DD Mar 2019. Dwt: 345T. Light Disp.: 605T. FO: 161m3. Winch: Norwinch fwd & aft; capstan; mechanical tow pins; Tow Hook. M/Es: 2 x Daihatsu 6DSM28 total 3,599BHP. 2 - Niigata ZP-3B props. Bollard Pull: 56mt. FiFi-1; Foam tank 14m3. Tug with ASD/ Unilever propulsion. Currently working. **Australia. Prompt.**

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



Towing & Barges, Continued



File: [TG36033](#) Tug - Azimuthing: 105.6' x 34.8' x 17.5' depth. Built in 1984 by Tamar Shipbldg Pty Ltd; Australia. Australia flag. GRT: 427. 100 A1 Tug LMC, UMS. LR - SS due Jun 2024. Last DD May 2019. FO: 168m3. Winch: 200T brake Norwinch fore & aft. 60mt tow hook. M/Es: 2 x Daihatsu 6DSM 28 total 3,600BHP. 2 - Niigata Z-Peller props. BP: 46mt. Speed about 13.25kn. Gensets: 2 - 200kW / CAT 3306 415vAC 50Hz. Fifi: 2 monitors. Foam: 13.92m3. 12 berths in 6 cabins. Working. "As is, where is". **Australia. Q2 2024.**



File: [TG36127](#) Tug - Twin Screw: 112.6' x 31.5' x 18.8' depth. Built in 1964 by Gulfport Shipping; TX. U.S. flag. GRT: 433. ABS L/L, Great Lakes Service Exp Jan 2026. USCG COI Sub M Exp. March 2025. FO: 75,000g. FW: 2,762g. Crane: single. Winch: Almon A. Johnson Single drum. Wire: 2" x 2,000'. M/Es: 2 x EMD 16-645CE2 total 3,600BHP. 3-blade 120" x 80" props on 12.5" shafts. Gensets: 2 - 135kW / John Deere 6081. 12 berths. Steel hull. 2 - 40T Patterson electric facing winches. Upper pilothouse height of eye 45'. Only operated in fresh water since 1980s. Fitted with EPA 1042 kits. **U.S. Great Lakes.**



File: [TG36033](#) Tug - Twin Screw: 121.4' x 34.8' x 16.2' depth. Built in 1998 by Fujian SE SY; China. Panama flag. GRT: 443. Panama Register of Shipping. 120m2 clear deck. FO: 290m3. FW: 86m3. 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 8Z280-EN total 4,000BHP. 2 - FP props. Kort nozzles. Bowthruster 340HP. BP: 47T. Speed about 13kn free. Gensets: 3 - 300kW / GM8V92TA 380vAC/ 3Ph / 50Hz. Fifi: 1-360m3/h FiFi pump, 2-300L/min water/foam monitor. Quarters: 14 persons. Shark jaws/towing pins. Bow fendering. Two hydraulic wire storage reels. Ulstein combo tow pins & shark jaws. 2-6T pull wire storage reels. 2-4m dispersant booms. Ex - BV + Hull +Mach Unrestricted. **Europe.**



File: [TG43001](#) Tug - ATB - Twin Screw: 126.0' x 34.0' x 16.0' depth. Built in 1974 by McDermott SY; LA. Rebuilt: 2006. U.S. flag. GRT: 203. ABS + A1 Towing, +AMS, Unrestricted Service. D/D & S/S overdue July 2018. FO: 100,000g. FW: 4,200g. Winch: Removed & no longer available. 40HP electric capstan fitted aft. M/Es: 2 x EMD 12-645E5 total 4,300BHP. 2 - FP props. Kort nozzles. MEs are Tier 2 rated. BP: 50.803mt. Speed about 12kn free. Gensets: 1 - 210kW / John Deere 6068TFM76A Tier II. Fire suppression system. AirCon. Converted to articulated pusher tug in 2006 with installation of JAK coupling system. Raised pilothouse. 24' height of eye. 75' air draft. Bow fendering. All-round D rubber fendering at waterline. 1 - 10 person SOLAS liferaft. Laid up in active class. Last D/D Aug 2016. ITC Tonnage: 448 / 134. **U.S. Gulf Coast.**



File: [TG43011](#) Tug - Azimuthing: 114.3' x 32.8' x 14.8' depth. Built in 1996 by Kyeong-In Eng. & Shipbldg.; So. Korea. Rebuilt: 2010. Mexico flag. GRT: 375. LR 100 A1 Mexican Coastal Service. SS Sept 2026. Dwt: 153mt. Light Disp.: 434mt. FO: 62.55m3. FW: 22.75m3. BW: 30.77m3. Winch: Hook. M/Es: 2 x CAT C280-06 total 4,320BHP. Aquamaster U.S. 2001/3150 props. Repowered in 2010 from MAN 8PA5L. BP: 54.5mt. Speed about 13kn. Pumps: FiFi: 360m3/hr. Gensets: 2 - 85kW. Firefighting: 2 - 3,000Lpm monitors. Quarters: 9 persons. AirCon. Water curtain. Oil Dispersant system. Foam - 3mt, Dispersant - 4m3. **Mexico West Coast.**



File: [TG43125](#) Tug - Twin Screw: 118.0' x 33.2' x 18.5' depth. Built in 1970 by Bludworth SY; TX. U.S. flag. GRT: 196. ABS A1 Towing, AMS exp. Aug, 2025. USCG Sub Ch M exp. Aug 2025. FO: 72,900g. FW: 4,000g. BW: 15,000g. Winch: Skagit dbl drum / GM8V71. Line Pull: 225T. Wire: 2,700' x 2". M/Es: 2 x Alco 12-251C total 4,370BHP. 2 - 132" x 95" 4-blade FP props on 10 5/8" shafts. Gensets: 2 - 99kW / GM 8-V71. 10 berths. AirCon. 25-day endurance. Model bow twin screw tug. Upper pilothouse. Height of eye 46'. **U.S. East Coast.**



Towing & Barges, Continued



File: [TG43129](#) Tug - Azimuthing: 114.3' x 32.8' x 14.8' depth. Built in 1996 by Kyeong-In Eng. & Shipbldg.; So. Korea. Chile flag. GRT: 375. LR 100 A1 Chile Coastal Service Exp. May 2026. Dwt: 153mt. Light Disp.: 434mt. Winch: Towing Aft. M/Es: 2 x Pielstick 8PA5L total 4,320BHP. Aquamaster U.S. 2001/3150 props. BP: 53.1mt. Speed about 13kn. Pumps: FiFi: 360m³/h. Gensets: 2 - 190kW / CAT 3406C-TA. Firefighting: 2 - 3,000Lpm. Monitors: 9 persons. AirCon. Water curtain. Oil Dispersant system. Foam - 3MT, Dispersant - 4m³. **South America West Coast. Q2 2024.**



File: [TG51090](#) Tug - Triple Screw: 90.0' x 40.0' x 16.0' depth. Built in 2002 by US 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. M/Es: 2 x Cummins KTA50 & 1 - CAT 3516 total 5,333BHP. 3 - FP 87" x 83" 4-blade props on 8" shafts. Kort nozzles. Cummins M/Es built '86/ rebuilt. CAT installed as CME Jan. 2024. Bowthruster 100BHP. 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. Prompt.**



File: [TP12176](#) Double Hull Push Boat: 75.0' loa x 26.0' beam x 8.6' depth. Built in 1982 by Superior Boat Works; LA USA. U.S. flag. GRT: 85. USCG COI Sub M - Exp. 20 Apr 2025. Main Engines: 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. No class. M/Es: 2 x EMD 8-645-E2 total 1,800BHP. 2 - FP 76" x 63" props. Gensets: John Deere 6068 / Cummins 6CTA8.3. Retractable wheelhouse. Flanking rudders. Laid-up. **U.S. Gulf Coast.**



File: [TP19011](#) Push Boat: 116.0' loa x 28.0' beam x 10.0' depth. Built in 1973 by Brent Shipyard; MS. U.S. flag. GRT: 296. USCG COI Sub M - Exp. March 2026. Main Engines: 2 x EMD 8-645-E5 total 1,950BHP. 2 - FP 88" x 82" props. Kort nozzles. Gensets: Cummins QSB7DM / 6CTA8.3. Retractable wheelhouse. Flanking rudders. Laid-up. **U.S. Gulf Coast.**



File: [TP28121](#) Push Boat: 121.0' x 33.0' x 10.3' depth. Built in 1970 by Nashville (Tenn) Bridge. U.S. flag. GRT: 349. No class. Main Engines: 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' loa x 34.0' beam x 10.5' depth. Built in 1976 by Davo Corp. U.S. flag. GRT: 283. None. Main Engines: 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.**

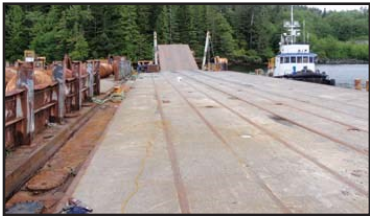
Details believed correct, not guaranteed. Offered subject to prior sale or charter.



Towing & Barges, Continued



File: [TP30147](#) Push Boat: 147.0' loa x 38.5' beam x 10.0' depth. Built in 1973 by Superior Boat Worker; LA USA. U.S. flag. GRT: 634. No class. Main Engines: 2 x EMD 12-567C-E2 total 3,200BHP. 2 - FP 90" x 88" props. Gensets: Cummins 6CTA8.3. No flanking rudders. Laid-up. **U.S. Gulf Coast.**



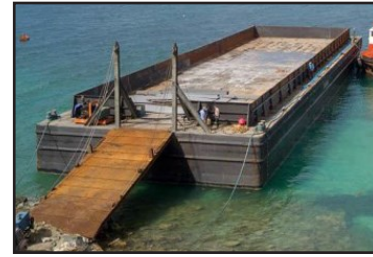
File: [DB16545](#) Deck Barge - Inland: 165.0' loa x 45.0' beam x 9.5' depth. Built in 1968 by Zidell Explorations Inc. U.S. flag. GRT/NRT: 609. Freight barge. 20' W x 45' L hydraulic ramp. Concrete wear deck. May be developed for sale en bloc with 850BHP single-screw tug [TG08575](#). **U.S. Northwest.**



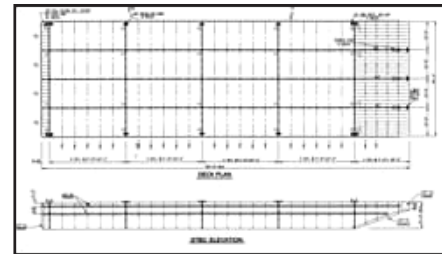
File: [DB19550](#) Deck Barge - Ocean: 200.0' loa x 184.8' lbp x 50.0' beam x 12.0' depth. Built in 2000 by Corn Island SY, IN. U.S. flag. GRT: 1,025. NRT: 307. ABS Loadline exp. 17 July 2023. Dwt: 2,300T. Deck Load: 2,500lb/ft. Rakes: Bow only. 3' binwalls. Ramp 31'L x 18'W. 160' x 44' clear deck inside wingwalls. **U.S. Southeast.**



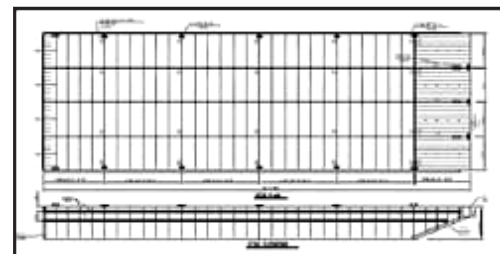
File: [DB19769](#) Deck Barge - Coastal: 197.8' x 51.2' x 14.3' depth. Built in 2016 by Astivik S.A.; Columbia. Foreign flag. Colombia SAC Load Line - Deck barge. Dwt: 2,500lt. Rakes: Bow. Steel flat deck cargo barge built out of existing hopper barge. 3/4" double bottom, no ballast. Flat bow rake & square stern. Barely used since built. Deck and structure new. Needs repairs. Marcon sold sister barge in 2023. **Caribbean.**



File: [DB22060](#) Deck Barge - Ocean: 220.0' loa x 211.2' lbp x 60.0' beam x 14.0' depth 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. 16 April 2023 - Class Suspended. Dwt: 3,303mt. Lt Displ: 655mt. Deck Load: 2500lb/ft2. Rakes: Bow. Bulkheads: 3 long'l / 5 transv. Watertight Compartments: 24. 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. ABS is due, but reportedly in good overall condition. Owner will entertain interests on an "as is, where is" basis with ABS DD and SS due. **Caribbean.**



File: [DB22069](#) Deck Barge - Ocean: 193.0' loa x 185.0' lbp x 60.0' beam x 14.0' depth x 11.40' loaded draft. Built in 1998 by Corn Island Shipyard; Grandview, IN. Canada flag. GRT: 1,366. NRT: 409. ABS +A1 Barge expired. Lt Displ: 555lt. Deck Cargo: 3,550T. Deck Load: 2,500lb/ft2. Rakes: Bow only. Bulkheads: 3 long'l / 5 transv. Watertight Compartments: 20. All welded steel. Four 12" double barrel bits and two towing padeyes. **Canada East Coast. Prompt.**



File: [DB22073](#) Deck Barge - Ocean: 220.0' loa x 60.0' beam x 14.0' depth. Built in 1998 by Corn Island Shipyard; Grandview, 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.**

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



Towing & Barges, Continued



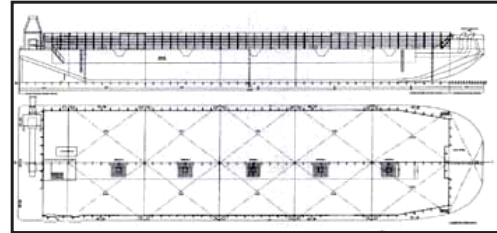
File: DB25039 Deck Barge - Ocean: 250.0' loa x 240.1' lbp x 80.0' beam x 16.0' depth x 11.90' loaded draft. Built in 2007 by Nanjung Lansheng Shipyard; China. U.S. flag. GRT: 2,305. NRT: 691. ABS + A1 Barge, Unrestricted. Exp. 13 Nov 2022. Dwt: 4,965lt. Lt Displ: 1,125lt. Deck Load: 4,000lb/ft². Rakes: Double. Bulkheads: 7 trans / 2 long. Watertight Compartments: 24. Tanks: 24. No US Coastwise privileges. Void spaces suitable for carrying ballast water. **Africa West Coast.**



File: DB28093 Deck Barge - Ocean: 280.0' loa x 90.0' beam 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/m². 1 - 2,100kg stockless bower anchors. Crane: 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: DB30139 Deck Barge - Ocean: 300.0' x 90.0' x 18.0' depth. Built in 2008 by Taizhou Sanfu; China. Mexico flag. GRT: 4,070. NRT: 1,221. ABS + A1, Barge exp. 15 Jul 2023. Dwt: 8,154mt. Lt Displ: 1,587lt. Deck Load: 15MT/m². Rakes: Double. Bulkheads: 6 transv / 3 long'l. Watertight Compartments: 26. Non-ballastable ocean deck cargo barge. **Mexico.**



File: DB32883 Deck Barge - Inland: 328.0' loa x 82.0' beam x 23.6' depth x 3.28' light draft x 19.70' loaded draft. Built in 1995 by CSC Jingling Shipyard; Changjian, China. Canada flag. GRT: 6,692. NRT: 2,294. Formerly ABS + A1 Ocean Barge. Dwt: 12,000st. Lt Displ: 1,799T. Deck Load: 9MT/m². Rakes: Double. 3MT anchors. Windlass: Electric. Originally built as a self-discharge deck barge with 12' high binwalls, five hoppers and conveyor system. Hoppers now sealed and used as a deck barge. Sold to current Owner via Marcon. ABS Loadline lapsed and all discharge equipment has been removed. Major investment and drydocking done in 2020. Canadian import tax paid. Now converted and using in inland service as a flat deck materials barge with 15,000mt gravel capacity. Available for charter subject to prior commitment. Marcon exclusive broker. **Canada West Coast. \$2,950,000.**



File: DB33013 Deck Barge - Ocean: 330.0' loa x 100.0' beam x 20.0' depth. Built in 2006 by Taizhou Sanfu Ship Engineering, China. U.S. flag. GRT: 4,843. NRT: 1,453. ABS + A1 Barge Exp. 03 Dec 2025. Dwt: 12,000mt. 305' x 92' clear deck. Deck Load: 15T/m². Bulkheads: 8 transv/3 long. Watertight Compartments: 32. Semi-submersible to a depth of 1m below main deck for harbor use only. 400MT SWL Smit towing brackets & towing fairlead. 12' Breakwater on bow. Remote control water intake. ITC - 5053G / 1515N. **U.S. Gulf Coast.**



File: DB33016 Deck Barge - Ocean: 330.0' x 100.0' x 20.0'. Built in 2010 by Nanjing Shunxin Ships. U.S. flag. GRT: 4,951. NRT: 1,485. ABS + A1 Barge Exp. Dec. 2025. Dwt: 11,000mt. 305' x 92' clear deck. Deck Load: 20T/m². Bulkheads: 7 transv/3 long. Flat top ballastable barge. Flush deck with recess bollards. 12' Breakwater on bow. Foreign built and not eligible for U.S. Jones Act Coastwise Trade. **U.S. Gulf Coast.**



Towing & Barges, Continued



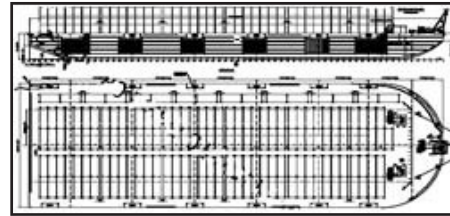
File: [DB33017](#) Deck Barge - Ocean: 330.0' loa x 100.0' beam x 20.0' depth. Built in 2005 by Chinese shipyard. U.S. flag. GRT/NRT: 5,320. BV I +Hull Pontoon Unrestricted Exp. 17 August 2025. Dwt: 11,000T. 305' x 92' clear deck. Deck Load: 15T/m². Bulkheads: 7 transv./3 long. Flat top ballastable barge. Flush deck with recessed bollards. Not officially on the market, but may be developed for sale. **U.S. Gulf Coast.**



File: [DB33085](#) Deck Barge - Ocean: 330.0' loa x 316.0' lbp x 86.0' beam x 20.4' depth. Built in 1983 by Marine Power & Eq; Seattle, WA. Rebuilt: 2010. U.S. flag. GRT: 4,489. NRT: 1,346. ABS + A1 Barge. SS-DD due Jan 2026. USCG COI exp. 14 May 2024. Lt Displ: 1,541lt. Deck Cargo: 10,000lt. Rakes: Double. Built originally as combo-deck / tank barge with about 74,000BBL capacity. Converted to ocean deck barge on Dec. 2010 by new Owner. Barge is fitted with a 6" x 12" timber wear deck. ITC - 4489G; 1346N. Towing skegs aft. Breakwater forward. Offered exclusively for sale via Marcon. **U.S. Northwest.**



File: [DB40069](#) Deck/Tank - Ocean: 400.0' loa x 384.3' lbp x 120.0' beam x 25.0' depth. Built in 2010 by Yangzhou, China. Vanuatu flag. GRT: 9,152. NRT: 2,745. ABS +A1 Fuel Oil Tank Barge, Unrestricted Service. Dwt: 20,152mt. Deck Load: 25mt/m². Rakes: Bow. Bulkheads: 7 transv / 3 long'l. Watertight Compartments: 29. Pumps: 2 - Ballast: 600m³/h @ 30m head. 1 - 3,500kg stockless anchors. Winch: 1 - 4T anchor. Gensets: 2 - 265kW / Cummins HCM434E 400v 50Hz 3ph. Originally built as a deck barge. Converted at Sainty Shipbuilding to a deck cargo / ballast tank and fuel oil barge > 60 Deg. Barge has two cargo oil tanks. Located at 4CP & 4CS. 563m³ each. Working. **Southeast Asia.**



File: [DB40074](#) Deck/Tank - Ocean: 400.0' 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. Capacity: 12,617bbl. Tanks: 4. FO: 2,080m³. FW: 1,300m³. BW: 21 tanks. Pumps: Ballast: 4 - 600m³/h @ 30m head Desmi electric. 1 - 3,500kg stockless anchors. Winch: 1 - 10T dbl drum anchor & tow gear retrieval. Gensets: 3 - 265kW / Cummins 400vAC 50Hz 3ph. Ballastable deck cargo / fuel oil barge. Underdeck pump and engine room forward. Mid-body centerline void. Double bottom / double side fuel tanks. Smit 400T SWL forward. Working. **Southeast Asia. Prompt.**



File: [DB40100](#) Deck Barge - Ocean: 400.0' x 99.5' x 25.0' depth. Built in 1981 by FMC Corp, Marine; OR USA. Canada flag. GRT: 7,339. NRT: 2,201. Dwt: 16,000mt. Lt Displ: 2,930lt. Deck Load: 8mt/m². Rakes: double, skegs aft. Bulkheads: 2 long'l / 8 transv. FO: 4,000g. Gensets. Deck Barge. Converted from single skin 149,000BBL tank barge. Small notch aft. ITC - 7,132G / 6,574N. Steel deck. Last D/D Spring 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 for inland service. Offered exclusively by Marcon. **Canada West Coast. \$2,950,000.**



File: [DR05112](#) Dredge - Cutter: 51.5' x 12.0' x 10.5' depth. Built by IMS. Foreign flag. No class. Light Disp.: 47,700lb. FO: 400g. M/E: 1 x John Deere 6135HF485 total 445BHP. Self propelled Cutter dredge. IMS Model 7012 HP - Versi-Dredge. One truck, transportable. Self-Propelled w/ IMS patented Starwheel Drive. Two pontoons, 45" x 43" x 468". Pump capacity 1,135m³/hr. Dredge Depth 30'; Pipe Diameter 12". Cutterhead - 26" head diameter; 135" head length. 135" cut. 300' flexible discharge hose + floats. **Mexico.**

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



Towing & Barges, Concluded



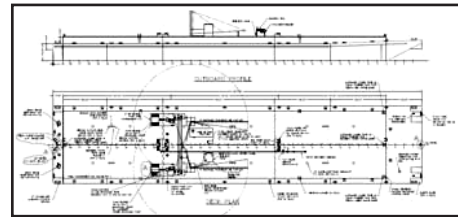
File: [HB35559](#) Hopper Barge - Inland: 356.0' x 60.0' x 18.5' depth. Built in 1966 by Wiley Mfg. Co.; MD. U.S. flag. GRT/NRT: 3,319. ABS + A1 Barge - Rivers, Bays and Sounds Service. Open hopper barge. Dwt: 7,125st. **US East Coast.**



File: [MB07050](#) Jack-Up Barge: 70.0' x 50.0' x 7.0' depth. Built in 2018 by Flexifloat Construction Systems. U.S. flag. No class. Flexifloat jack-up barge. Individual flexifloat sections built in 2010. All steel, flat deck, hydraulic risen spud type inspected gold dredge barge. Barge is comprised of five 20'L x 10'W x 7'D and five 40'L x 10'W x 7'H interlocking steel modular Flexifloats to make up the main deck platform, with an additional 40'L x 10'W x 7'H Flexifloat on the bow centerline and an additional 40'L x 10'W x 7'H Flexifloat at the starboard side centered at amidships, for a total of approximately 5,000ft² deck space. Four manually-actuated, hydraulic-driven, 80'L x 36"W x 1" T steel spuds on all four corners. **U.S. Northwest.**



File: [MB21082](#) Hover Barge: 210.0' loa x 82.7' beam x 5.6' depth. Built in 2009 by Sundial Marine. U.S. flag. Class: None. 450T on 9,000ft² clear deck. Bulkheads: 4 long'l / 4 transv. 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 abt. 5' off the surface with minimal footprint. Loaded displacement abt. 1,100T. 4 Panama chocks & 5 bollards aft for making up to push tug. Launched 2014 & commissioned and passed hover lift test 2017. Fully operational. **U.S. Northwest.**



File: [TB25925](#) Double Hull Tank Barge - Inland: 257.1' x 54.0' x 12.0' depth. Built in 1998 by Bollinger Marine; LA USA. U.S. flag. GRT/NRT: 1,398. USCG COI Grade A and Lower, Lakes, Bays & Sounds Exp. Aug 2025. Dwt: 3,400T. Rakes: Single Fwd. Capacity: 25,922bbl. Tanks: 6. Uncoiled. FO: 3,800g. Pumps: 2- Byron-Jackson Deepwell; 4,000BPH@231' head / GM8V71, 1-Deepwell/GM6-71. Three tanks each port & stbd. Double hull chemical & oil tank barge. Trading in acetone and cumene cargo. Vapor recovery system. Flat deck with 4.5' high trunk. Underwent significant Drydocking work for USCG renewal in 2020. Next DD due July 2030. Next Internal Exam due July 2025. Reportedly in good overall condition and working steady with [TG22103](#). Owner looking to sell the pair 'en bloc', but may consider separating. **U.S. East Coast. Q2 2024.**



File: [TB81833](#) Double Hull Tank Barge - Ocean: 332.0' x 74.0' x 25.0' depth. 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 - 4,500bph, Byron Jackson LS-12, 4 Stage. 1 - 5,000lb anchors. Windlass: 1 - Hatlapa 100 hydraulic fwd. Crane: 2 - EBI C-10-B 2T. Winch: Hydraulic Capstan Stbd Aft. Gensets: 2 - CAT3406 (cargo pump); 1 - 45kW John Deere. Double hull, all welded steel construction. All tanks are coated. 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.**



File: [TB99066](#) Tank Barge - Ocean: 460.1' x 84.1' x 37.6' depth. Built in 1973 by Todd Shipyards; TX. U.S. flag. GRT/NRT: 9,359. +A1, Oil Tank Barge, Domestic Service, Restricted Service (US). SS due May 2023. Single skin tank barge in oil spill response service. Due for class renewal. Quarters unit for 12 persons. Owner will consider sale "as is, where is" or with certain equipment removed. **U.S. Northwest.**



Offshore Support



File: [CB04016](#) Crew Boat: 40.0' x 13.9' x 5.4' depth. Built in 1957 by Hood River, OR. U.S. flag. GRT: 20. USCG COI - 24 pax. exp. Nov 2023. M/E: 1 x GM 8V71 total 240BHP. 1 - FP props. Passengers: 28. Corten Steel Hull. **U.S. Northwest.**



File: [CB07819](#) Pilot Boat: 78.2' x 21.5' x 9.2' depth. Built in 2004 by Kvichak Marine Industries Inc., WA. U.S. flag. GRT: 98. FO: 1,250g. FW: 200g. Main Engines: 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. 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. MOTIVATED SELLER. OPEN TO SERIOUS CASH OFFERS. **U.S. East Coast.**



File: [CB11005](#) Crew Boat: 110.0' loa x 24.0' beam x 8.9' depth x 7.00' loaded draft. Built in 1981 by Progressive Shipbuilder; Houma, LA USA. U.S. flag. GRT: 98. USCG COI. Deck Cargo: 43LT on FO: 6,800g. FW: 8,000g. BW: 1,850. Main Engines: 4 x GM 60 Tier II total 2,400BHP. 34" x 40" S/S props on 3.5" SS shafts. Gensets: 2 - 50kW / GM4-71 208/100vAC 3ph. Passengers: 62. All aluminum construction. Vessel fully operational and owner planning to drydock for COI in the coming month. Owner keen to sell. **U.S. West Coast.**



File: [CB11049](#) Crew Boat: 110.0' x 24.0' x 8.9' depth. Built in 1980 by Progressive Shipbldrs; LA. U.S. flag. GRT: 98. USCG COI. 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: 64. All aluminum. Pilothouse and stern steering stations. Last drydock in 2023. Fully operational. Keen seller. **U.S. West Coast.**



File: [CB18434](#) Crew Boat: 195.0' x 35.0' x 13.4' depth. Built in 1998 by Gulf Craft Inc; LA USA. U.S. flag. GRT: 98. RINA class pending. USCG COI Sub "T" Exp. May 2028. Dwt: 410lt. Light Disp.: 215lt. 350LT on 124' x 28' clear deck. FO: 31,000g. FW: 1,200g. DW: 63,000g. Dry Bulk: 2,400ft3. M/Es: 6 x Cummins KTA38M2 total 8,100BHP. 6 - FP 46" x 42" 4-blade props. Drop down 300HP azimuthing bow thruster. Speed about 22kn cruise. Pumps: DW / FW: 600gpm. FO: 180gpm. Bulk: 30ft3/m. Gensets: 2 - 75kW / Cummins 120/208vAC 3Ph 60Hz. Firefighting: 2 - 2,500 gpm monitors. 4 cabins / 8 berths. Air-Con. Passengers: 98. Aluminum crew / fast supply vessel. ITC tonnages: 475G / 142N. Mess seats 10 & lounge seats 12. Drydocked May 2023 and class survey and USCG renewals reportedly being completed. All systems completely rebuilt or replaced. **U.S. Gulf Coast.**



File: [LC11040](#) Landing Craft: 100.0' x 40.0' x 7.0' depth. Built in 1979 by V.A.P. Marine; LA. Rebuilt: 1995. U.S. flag. GRT: 77. USCG COI exp. Sep 2025. 250T on 90' x 37' clear deck. FO: 7,000g. FW: 35,000g. Crane: 1 - 4T. M/Es: 2 x GM 12V71 total 680BHP. 2 - FP props. Speed about 7kn on 35g/hr. 4 berths in 2 cabins. 24' wide bow gate, with landing ramp. Capacity 33,000lb. All welded steel construction. Can carry 7 - 40' containers on deck. Raised pilot house aft, with clear passage / deck underneath. Maximum range - 1,250nmi. Rebuilt M/Es installed Fall 2020 and replaced one genset. Mechanicals overhauled in 20/21. Keen seller. **U.S. Northwest.**

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



Offshore Support, Continued



File: LC14034 Landing Craft: 141.0' x 33.2' x 9.1' depth. Built in 1945 by Commercial Iron; 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". M/Es: 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). Quarters: 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 COI renewed pending transfer to new buyer and conducting final sea-trials and crew drills. Complete with a folding / extendable ramp (15' opening) which is well suited for accessing and delivering materials and equipment. For sale exclusively though Marcon. Owner may also consider charter or charter-purchase arrangement. **U.S. Northwest.**



File: SU15027 Supply Boat: 150.0' x 36.0' x 12.0' depth. Built in 2001 by Bollinger Shipyards, USA. U.S. flag. GRT: 86. Ex ABS Loadline exp. Mar. 2021; USCG COI exp. Feb. 2021. DD in 2022. 330LT on 90' x 30' clear deck. FO: 31,500g. FW: 12,000g. BW: 96,000g. Liq. Mud: 1,175BBL. Main Engines: 2 x Cummins KTA38MO total 1,500BHP. 2 - FP props. Schottel ST110 bow thruster. Bowthruster 400HP. Speed about 12kn. Gensets: 2 - 99kW / Cummins. Firefighting: 1,200gpm monitor. 18 in 5 cabins. AirCon. Galley. Certified to carry 20 passengers. Dynamic positioning but not classed. Recent DD. Reportedly in good condition. **U.S. Gulf Coast.**



File: SU18134 Supply Boat: 180.0' x 40.0' x 11.5' depth. Built in 1982 by Halter Marine; MS. Foreign flag. GRT: 693. ABS + A1 (E) + AMS, ISB. Special Survey due Aug 2023. Dwt: 949lt. 650LT on 119' x 32' clear deck. FO: 79,400g. FW: 11,500g. DW: 141,000g. Crane: 1.5T. Main Engines: 2 x CAT D399TA total 2,250BHP. 86" x 71" 4-blade 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. Quarters: 4 - 2, 1 - 6 person. AirCon. Newly fitted with 50t stern ramp (22' x 18'). Good for Ro/Ro or palletized cargo. Vessel can trade into the US. **Caribbean.**



File: SU19455 Supply Boat - AHTS: 194.0' x 55.0' x 17.0' depth. Built in 1976 by Halter Marine; MS. Rebuilt: 1995. St Vincent/Grenadine flag. GRT: 996. DNV +1A1, Supply Vessel exp. Mar 2025. Dwt: 1,086T. 518MT on 108'x32' clear deck. FO: 632m3. FW: 23m3. DW: 715m3. Dry Bulk: 118m3 in 4 tanks. Crane: 1 - 90T Nautilus deck. Winch: Smatco double drum & tow hook. Line Pull: 137MT. Stern Roller. Main Engines: 2 x EMD 16-645E7 total 5,750BHP. 2 - 120" FP props. Stern thrusters. Bowthruster 300HP. Bollard Pull: 61MT. Speed about 15kn on 18.3MT/d. Pumps: FO/DW 91m3/hr; Bulk - 12m3/hr. Gensets: 2 - 150kW / Delco 440vAC. Firefighting: 10,500gpm water, 2 - 6,600gpm monitors, Foam: 8,000g. Quarters: 21 total. Galley. Dive support / maintenance spill response & SPM buoy tender. Rebuilt / converted in 1994-5 with 7.5' side sponsons added. 4-point mooring. Two skimmers, 3,500' 42" sea boom, 4 - 2,000', 44" offshore boom, 3,000', 10" harbor boom, bladders, dispersant spray units. **Caribbean.**



Offshore Support, Concluded



File: SU20086 Supply Boat: 190.0' loa x 54.0' beam x 16.1' depth x 8.00' light draft x 13.60' loaded draft. Built in 1999 by Leevac Shipyard; Jennings, LA USA. Mexico flag. GRT: 1,318. ABS + A1 + AMS, DPS-1. SS due 31 May 2024. Dwt: 1,704mt. Deck Cargo: 1,016mt on 104' x 46' clear deck. FO: 747m³. FW: 486m³. DW: 208,170g. Dry Bulk: 7,000ft³. Liq. Mud: 3,590BBL. Crane: 2 -20T Hyrda Pro Telescoping Boom. Main Engines: 2 x CAT 3516B total 4,000BHP. 2 - 96" 5-blade FP props. 1 - 250HP stern thruster. Bowthruster 600HP. Dynamic Positioning. Bollard Pull: 36.7ST. Speed about 10-13kn on 6.4mt/day. Gensets: 3 - 250kW / CAT 3406 480vAC 60Hz 3ph. Firefighting: 1 - 1,250gpm monitor. Quarters: 16 crew. AirCon. Galley. **U.S. Gulf Coast.**



File: SU25661 Supply Boat - AHTS: 256.9' x 56.4' x 27.2' depth x 19.68' light draft x 23.00' loaded draft. Built in 2007 by Kleven Verft AS; Ulsteinvik, Norway. Norway flag. GRT: 3,107. DNV +1A1, ICE-C, Tug/Supply Vessel, OILREC,E0, DYNPOS-AUTR, SF, Comf-(3). Laid-up. Dwt: 3,060mt. Light Disp.: 3,182mt. 510m² clear deck. FO: 1,011m³. FW: 861.9m³. DW: 1,230m³. BW: 1,230m³. Dry Bulk: 230m³. Liq. Mud: 549m³. Calcium Chloride / Brine: 400m³. Crane: 2 - 3mt SWL. Winch: Double drum 500T brake; 2 - 12T tuggers. Line Pull: 400T. Stern Roller. Main Engines: 2 x Bergen B32:40V12P total 16,092BHP. 2 - CP props. 1- 883kW CP (f) thruster; 2- 883kW CP (a) thruster. Bollard Pull: 190mt. Speed about 15-17kn. Gensets: 2 - 3,000kVA shaft; 1 - 1,668kVA aux; 1 - 488kVA emer. Quarters: 28 (12-1,2-4,4-2). AirCon. Galley. UT 712L design. AHTS. 16 marine crew. 114.8' (35.0m) air draft. Three mess/rec rooms. 4 - 98m³ rig chain lockers. Two roll reduction tanks. RR ICON DP 2 positioning system. Currently in lay-up. Available for sale "as is, where is". **Europe Northern.**

Towing Market Update, Continued

and 33.15% five years ago. 53 (19.78%) are over 50 years of age, with five of those over 75 years old. Five have no age listed. The oldest tugs Marcon currently has listed are two 1943 built U.S. flag tugs based on the U.S. West Coast. These "old ladies" are balanced by three twin screw tug newbuild resales for delivery in the U.S. and Mediterranean in 2023 and 2024.

The majority of tugs Marcon tracks for sale as of this article are in the US with 83 tugs officially on the market, followed by 33 in Southeast Asia, 30 in Europe, 29 in the Far East, 22 in the Mediterranean, 18 in Latin America, 16 in the South Pacific, 12 in the Caribbean, 8 in the Mid East, 6 where location unstated, 5 in Canada and 3 each in Africa and Southwest Asia. Where machinery is known, CAT diesels power 73 or 28% of the tugs listed for sale. This is followed by 43 vessels with EMDs, 31 Cummins, 23 Niigata, 19 Yanmar and 9 with GM. 63 tugs are powered by other machinery from Akasaka to Wartsila with one Fairbanks Morse tug on the market.

Five years ago, 33.15% of tugs for sale worldwide, primarily foreign flag, were built within the previous 10 years compared to 10.45% today. Then 12.82% of the tugs on the market were 50+ years old compared to 19.78% today. At that time, Marcon had six tugs older than 75 year, one less than today. The average age of all tugs that Marcon has for sale worldwide today is 33 years, with 1990 average build date, compared to 25 years, 1993 average built, in November 2018.

Looking at tugs for sale worldwide, conventional twin screw tugs lead with 186 (69.4%) available, followed by 49 azimuthing (18.3%), 25 single-screw (9.3%), five Voith Schneider tractors (1.9%) and three triple screw (1.1%). This is fairly comparable to five years ago when 13.2% of the 546 tugs for sale were single screw, 60.6% twin screw, 23.3% azimuthing, 1.5% VS tractor and 1.5% 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 fairly 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 November 2023, Sea-Web reported 2,384 tugs worldwide scuttled, broken up or to be broken up world-wide. This is up 9.26% from November 2022's 2,182. Since November 2018, there has been a 60.43% increase in the number of tugs scrapped, with a significant portion of those reported in 2021 and 2022. Scrapping rates are tipping upwards again, but these seem to be units that were not able to find work or are too costly to put back into service. In certain areas of the market, we have seen an increase in demand for tugs and barges, with there being a shortage of units with desired specifications.

Marcon's database shows 278 fewer tugs officially for sale than five years ago in November 2018 with largest shifts in the lower horsepower categories. There are 37 fewer tugs today listed in the 1-2,000HP and 5-6,000HP ranges. Average age for the 1-2,000HP tugs increased from 24 to 38 years, while the average

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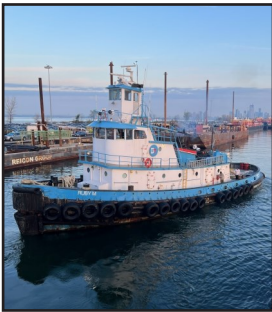


Marcon's Recent Sales

Marcon International is pleased to announce three private and confidential transactions closed to date in 2024, which brings us to 1,581 sales and charters successfully completed since we opened in 1981. The three transactions involved one tug and two offshore support vessels.

Marcon wrapped up 2023 with a total of 31 sales and one charter completed. These included 12 tugs totaling 48,990BHP, three anchor handling supply vessels, three platform supply vessels, a crew boat, a passenger day vessel, an inland river towboat, six ocean tank barges and five deck barges.

The second half of 2023 had 12 private and confidential transactions in addition to those specifically announced below.



September 2023, Marcon reported the sale of the 1,700BHP twin screw tug "Ruby M" (ex *Texaco Fire Chief*) from Dann Ocean Towing to repeat USVI buyers. Built in 1967 at Jakosen Shipyard in New York, the tug measures 100' x 28' x 13' depth and is powered by twin CAT D398TA engines driving a pair of fixed pitch propellers. Marcon was the sole broker in this transaction.

July 2023, Marcon announced the sale of the 4,000BHP "Brooklyn" (ex *Brooklyn Service, Peggy Sheridan and Gulf Star*) from Apex Oil to Florida based buyers. Built in 1975 at Halter Marine, the 109' x 31' x 14' depth, the tug is powered by twin EMD 16-645E6 engines and is equipped with a single drum Markey winch. After a period of overhaul, the tug entered service for the new owners. Marcon was the sole broker when Apex purchased the tug in 2013 as well as now for the sale to new owners.



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 Update, Concluded.

age for the 5-6,000HP tugs increased from 17 to 31 years. The 2-3,000HP range lost 56 tugs while their average age increased from 28 to 34 years. The 3-4,000HP range lost 72 tugs while average age increased seven years. The 4-5,000HP range increased by 46 tugs with average age rising from 16 to 28 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 50.92% drop in listings with an eight year increase in overall average age.

As of December 2023, Marcon was tracking 819 inland river pushboats with 45 officially on the market for sale (31 U.S. flag and 14 foreign flag). Six of the boats with age listed were built within the last ten years. Twenty-six boats are forty-five years of age or older. The oldest listed was built in 1944, a 76', 1,150BHP vessel on the U.S. West Coast. This is counterbalanced by three 2022-built pushboats in the U.S. 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 45, down 15 or 25%, from one year ago in December 2022 and down 60 or 57.14% from November 2018. We do not have any push boats offered greater than 5,000HP, reflecting that higher horsepower units are working consistently. Currently, 13.33% of the push boats available are less than 10 years old, same as one year ago and up from 8.57% reported five years ago. The average age of all on the market through Marcon last year and five years ago was 40 and 45 years, respectively, compared to 40 years now. Mostly older foreign-flagged vessels have gone on the market, with average age going from 33 years in 2018 to 42 years now. U.S.-flagged push boats went from 47 years old five years ago to 40 last year to 39 years old as of this report date.

Of the 41 vessels listed for sale where engine type is known, eleven are powered with EMDs, followed by nine each with CATs and Cummins, three with GM and nine comprised of other types. Most of the inland river pushboats Marcon has listed for sale are located in the U.S. with 31 vessels or 69%; followed by seven or 16% 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 77% compared to 83% in 2018, with it now decreasing to 69%. Compared to five years ago, push boats available in Europe has increased as percentage of available for sale from 10% to 16%, with same occurring in Latin America (2% in 2018 to 11% now).

Full Market Reports here: [Push Boat – December 2023](#) & [Tug Boat – November 2023](#)

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