

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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December 2001

2001 Sales and Charters

Gentlemen:

We are pleased to report the following sales and charters we have been involved in 2001.

Crowley Marine Services Inc. has bareboat chartered their U.S. Flag, 400' x 100' x 25' deck barge the 'CMC 450-11' to Global Materials Services, LLC of Memphis, Tn. The foreign built barge, which cannot enter U.S. domestic trade, is scheduled to under go reconstruction and refurbishment at Conrad Shipyard in Morgan City, LA over the next few months. The charters intend to proceed to purchase the barge after confirmation of a foreign contract. The barge is intended to be relocated to a major river system in South America to be used on a construction project. Marcon acted as the sole and exclusive broker in the transaction.

Victory Ships, an outreach Ministry group from Seattle, WA has received the ex-Canadian Navy rescue ship 'Saint Anthony' from Owners from the Pacific Northwest. Commissioned by the Canadian Navy, and built in 1957 at the St. John Drydock Company, she measures 151' x 33.25' x 17.25' and is powered by a single, 1920 BHP, Fairbanks Morse diesel engine. An extensive refitting was accomplished in 1994, just before thye Owner purchased her in 1995, and she had been tied up ever since. Victory Ships will use this "gift" for their missionary journeys to the Pacific Northwest and beyond.

Hale Holdings Limited have sold their LPG tanker "NEW PROVIDENCE" to Transportacion Maritima del Pacifico, S.A. de C.V. The vessel was built in 1978 by Moss Rosenberg in Norway and has traded worldwide over her life. She measures 248' x 46' x 26' (depth) with a maximum draft of about 22' and carries a maximum of 2,995 metric tons or about 2,454 cubic meters of cargo in her four pressure tanks. The vessel is capable of transporting 18 different cargoes including propane and butane. The vessel can cool and re-heat cargoes enabling her to load refrigerated product and discharge at ambient terminals. She will be repositioned from the Caribbean to the Pacific coast of Mexico where she will transport propane coastwise. Marcon acted as sole broker in the transaction.

Marcon is pleased to announce that it has successfully brokered the sale of the former standby-safety vessel 'Britannia Chieftain' (ex-Arsterturm) to European interests. The vessel was built in 1973 by J.G. Hitzler, Germany and most recently worked in the standby-safety market (previously fitted and certified for 250 survivors), and her main particulars as noted as follows: 173.3' x 36.1' x 13' depth, 2 x MWM (type: TBD440-8) with 1900BHP; Fuel – 459cum.

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Carlo Corporation has sold the 467' x 110' casino barge "*Monte Carlo*" (ex-*Treasure Bay Tunica*) to Gulfside Casino Partnership. The barge was designed for gaming in Mississippi waters and originally assembled in Tunica during 1993/4 from two inland hopper and two tank barges with a 400' x 106' three story superstructure originally outfitted in the theme of a pirate ship. She was later towed to Biloxi where she was laid up until sold. The 3 floors support a total of 150,000ft² space for gaming, restaurant services, administration and mechanical requirements and was fitted with two guest elevators, one service elevators and a guest escalator. Interior surfaces are sheetrocked and exterior sides and ends are clad with corrugated metal designed to withstand wind forces of up to 120 mph. The barge will be refitted by the new owners and put back into service as a casino barge in Mississippi. Marcon acted as sole and exclusive broker in the sale.

Marcon International, Inc. as exclusive broker reports that Crowley Marine Services, Inc. of Seattle, WA has sold its ocean deck barge '*BARGE 250-11*' to Island Tug & Barge Co., Inc. of Seattle, WA. The barge was built in 1976 by Todd Shipyard in Seattle, WA and measures 250' x 76' x 16' depth with a 5,970 T deadweight @ her ABS Loadline draft of 13.4'. She is being fitted with bin walls, a wear deck and will be placed into dedicated inland gravel service in the Pacific Northwest.

Marcon is pleased to announce the sale of the twin screw ocean / salvage tug '*Robust*'. The vessel was originally built in 1974 by C.D. Holmes, Humberston, UK and served as a Royal Navy long-range salvage tug for many years. She is powered by 2 x Mirrlees Type KMR 6 diesels for a total of 4500BHP driving two controllable pitch props. The 178' x 40' x 21' deep tug was fitted with a double drum towing winch, and quarters for 28. Marcon acted as sole broker in the sale of this tug.

Resolve Marine Group of Ft. Lauderdale, FL has sold the Ocean deck barge, "*Pajaritos 252*" to Grand Bahama Shipyard, Freeport, Bahamas. The 250' x 72' x 16' barge was bottom damaged and subsequently salvaged by Resolve. New owner's will employ the barge in conjunction with their dry dock for use as a roadway between the dry dock and the shore. Marcon has a long history brokering both the sale and charter of this barge having most recently sold it to former owners about a year ago and previously fixing it on a 10 year bare boat lease purchase. The 5,400stdw barge was originally built by Moss Point Marine in 1982.

Caldwell Cable Ventures have chartered their 4-point mooring vessel "*Marion C. II*" (ex-El Inspector, Northern Light) to a U.S. Gulf company. The vessel measures 195' x 42' x 15', was built in 1976 by Halter Marine, and is powered by 2 x EMD16-645 totaling 3900 total BHP. The vessel is capable of various offshore and cable related tasks. Marcon acted as sole broker in the transaction.

James Bay Travel, Ltd. of Canada sold their Landing Craft "*Rupert River*" (ex- "*Arctic Ignik*") to UK interests. "*Rupert River*" measures approximately 162' x 47' x 10' depth) and is powered by two Cummins main engines generating 1000 total BHP. The vessel is highly maneuverable with twin retractable Harbor Master outdrives. She was built originally for Arctic Transportation Ltd. in 1983 in Kambara, Japan and has worked various areas of the Canadian Arctic and East Coast. The vessel was taken over by new owners in St. John's, Newfoundland and will be repositioned to the UK.

Indowise Shipping Ltd. has sold their 65' crew boat "*Vespac I*" to Western Pacific interests. Sewart Seacraft originally built the boat as a crew boat in 1974. She measures approximately 65' x 18' x 10' and is powered by 2 x GM12V71TI main engines producing 1050 BHP. The vessel will be used in the vessel services business. Marcon acted as sole broker in the transaction.

Cypress Charters has sold their 65' dive boat "*Cypress Point*" to Ecomar, Inc. The boat was originally built as a crew boat in 1966 by Breaux Bay Craft, Louisiana and rebuilt in 1999 as a dive support vessel. She measures approximately 65' x 16' x 8' and is powered by twin GM12V71N main engines producing 900 BHP. This is the second time Marcon has brokered the sale of this same vessel in the last 4 years.

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Crowley Marine Services is pleased to report the sale of their U.S. flag, 65' x 18' x 7.1' Single Screw Tug 'Rustler' to Agropackaging and Mfg. Inc. of Puerto Rico. The U.S. flag tug was built in 1945 by Winslow Marine Railway in Winslow, WA and is powered with a single 600 BHP CAT D398A diesel engine. She was used extensively in Alaska in the early 1990's and had since been put into storage in Seward, Alaska. The new Owner's will transport her to the Caribbean where she will be used in conjunction with a company owned barge to transport their products to local customers in the surrounding islands. Marcon International Inc. acted as the sole broker.

Marcon International, Inc. is pleased to report the sale of the two following U.S. flag, ABS classed, ocean tank / deck barges recently trading in caustic soda. Atofina Chemicals, Inc., Portland, OR has sold the ocean tank / deck barge 'PENNWALT TOTEM' and 'PENNWALT TYEE' to US interests. Zidell Marine in Portland, OR built the 'TOTEM' in 1982. She is 272' x 70' x 18' depth and has a total capacity of 6,450 short tons or 24,560 BBL in 10 cargo tanks at her ABS Loadline draft of 14.82'. The 'TYEE' is a 1966 built Gunderson, Portland, OR barge of nearly identical design except being 250' x 50' x 18' depth, and with 3,600st or 10,285 BBL. (8 cargo tanks) at her ABS draft of 14.5'. Both barges have spoon bows, with towing skegs aft, and are also fitted with 4 x 300mt pressurized chlorine tanks on deck. The barges were sold 'en-bloc', and Marcon International, Inc. acted as exclusive broker in this transaction. The 'TOTEM' is currently being prepared for tow to the US Gulf for further fitting to her new trade, and the 'TYEE' is currently available for immediate resale and located in Tacoma, WA for immediate inspection / delivery. Owner will also entertain long-term charter opportunities. Full details are available by contacting this office (or downloading on our Website under File No. TB10225).

Fairfield Industries inc., Houston, has recently purchased the former tug supplier, 'ENCOUNTER BAY', (ex-'SEA EMERALD) from the Seattle Maritime Academy, a part of Seattle Central Community College. The 188' x 36' vessel was built in Norway in 1973. In the late 1980's the vessel was arrested by the USCG off the Washington coast carrying the largest cargo of hashish ever seized by US authorities. The US Army later modified the vessel for their use, and after a few years of light service donated it to the college complete with freshly overhauled main engines and US Registry. The college intended to utilize her for cadet training; unfortunately for the Academy and the cadets the US Coast Guard disallowed this use for the vessel. New owner's will convert her to seismic service and employ her primarily in the US Gulf. The vessel is fitted with Becker rudders and controllable pitch propellers, two features which will enable her to navigate at very low speeds while towing arrays of seismic gear.

Crowley Marine Service of Seattle, WA sold their 2,200BHP single screw tug "Sea Lion" to Alaska-Oregon Offshore of Coos Bay, OR. The 121' x 32' tug was built in 1965 by Paceco of Alameda, CA and used for many years by Crowley performing ocean and coastwise tows. Tug was lying in Jacksonville, Florida at the time of the purchase. This is the second single screw 2,000HP tug Alaska-Oregon Offshore purchased through Marcon and the third tug of this class Marcon sold for Crowley.

The ABS classed, 260' x 72' x 15' conventional S-Lay pipelay / bury barge 'BH 400' was sold to Torch Offshore, Inc. of Gretna, LA, who in June exercised their earlier option to purchase the unit. The seller was the Trustee appointed by the Southern District of Texas Federal Bankruptcy Court to dispose of the assets of the bankrupt TransCoastal Marine Services, Inc. estate. Sale price, which is public record, is \$10.45 million. The barge has been re-named 'MIDNIGHT RIDER' and is undergoing a two week shipyard period at Bollinger's in Amelia, LA prior to going back into service under the new ownership. Barge was originally built by Conrad Industries of Morgan City, LA in 1995 for "Buster" Hughes and completed by Transcoastal. She is fitted with two 55' spuds; an 8-point mooring system; two 150 ton Manitowoc 4000W crawler cranes with 120' of boom, 50 Kip hydraulic tensioner, 5 work stations, jetting system and accommodations for about 90 persons. Barge is capable of laying 2" to 48" pipe in water depths ranging from 10' to 800'.

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Andrie, Inc. Muskegon, MI has purchased an 'S-70' Flexifloat Jack-up barge from AquaTerra Contracting Inc., Robstown, TX. The unit, built in 1997, is designed specifically to be broken down into sections for ease in mobile transport. The platform dimensions are 80' x 40' It also has 4-65' long jacking legs, and is capable of supporting a Manitowoc 3900 crawler crane. Marcon acted as sole broker in this transaction.

Clearwater Marine Towing of Pennsylvania have purchased the U.S. flag, twin screw tug 'MARINE EXPLORER' from Jore Corp. of Seattle, WA. The 107' x 26.5' x 14.9' tug was originally built by National Steel & Shipbuilding in 1954. She was rebuilt and converted in 1981 to twin screw and subsequently worked on the US West Coast for many years in coastwise towing. Main engines are two GM16V149TI diesels producing approx. 2600 total BHP. Clearwater has renamed the boat 'COURAGEOUS', and will employ her in general towing service on the East Coast. Marcon acted as sole broker in the transaction.

PUGET SOUND PILOTS has sold their 1977 built, reinforced fiberglass, 52' x 16' Pilot Boat "Olympic" to LONG ISLAND STATE PILOT ASSOCIATION in East Haven, CT. This purpose built vessel had been refitted in 1992 with new main engines and was in excellent condition. She is fitted with a hydraulically operated man overboard retrieval system on the stern. The vessel will be loaded into the hold of general cargo ship and delivered to the East Coast via the Panama Canal. She will go into service as a pilot vessel working in the New York area. Marcon International acted as the sole broker.

The Estate of TransCoastal Marine Services, Inc., through The Bankruptcy Court Trustee for the Southern District of Texas has sold a 3200 dwt capacity floating drydock from the France Road, New Orleans facility of Redd Fox Shipyards. The 236' x 100' (85' between wingwalls) dock was sold to Hartley Marine Corp., a subsidiary of Midland Enterprises, Inc., of Cincinnati, Ohio. Because of her large beam the dock had to be disassembled in order to fit through the Industrial Canal Locks on her way North to Walker Boatyard in Paducah, KY where she will be employed docking towboats and barges. The dock will reportedly be ready for service in Paducah in July 2001.

DIVERS INSTITUTE OF TECHNOLOGY of Seattle, WA has sold their 1945 built 50' x 14' Landing Craft "EAGER BEAVER" to UTAH STRATEGIC ALLIANCE of Mountain Green, Utah. The vessel was originally built as a U.S. Navy LCM-3 and was converted to a push/tow boat. The bow ramp was welded shut and rubber was installed all the way around. The new Owners plan to truck her to the Great Salt Lake to be used in their shrimp operation.

HIGH TIDES SEAFOODS of Port Angeles, WA has purchased the 1970 built, 120' x 38' x 10' wooden hulled Deck Barge, "BMS 12" from BAINBRIDGE MARINE SERVICES of Bainbridge Island, WA. She is equipped with a Metal building which housed a small work shop containing a wood stove, drill press, DL welding machines, pedestal grinder, work benches, air & land tools. In addition the Barge has a 3 phase diesel generator to provide power to all lights & equipment. The new owners plan to relocate her to their facility on the Olympic Peninsula in Washington.

MARITRANS INC. has sold the 562' x 90' x 45', 282,830 bbl., Ocean Tank Barge "OCEAN 262", to SARGEANT BULK TAINERS, INC. of Boca Raton, Florida. Originally she was built as a tankship by Bethlehem Steel, Sparrows Point in 1956 as the "SS City Service Norfolk". Sellers acquired the hull and converted it to a deep notch barge, not fitted with an articulated tug/barge connection, at Avondale Shipyard in 1977. The Barge was engaged in lightering operations and transport of residual fuels and crude oil along the Northeast Coast of the U.S. After some refurbishment the new Owners plan to move her to the U.S. Gulf where she will be used for storage only of petroleum product. Marcon International acted as the sole broker.

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GATX CAPITAL CANADA, INC. has sold the 211' AHTS 'TRIUMPH SEA' to NOMIS SHIPPING, LTD., Aberdeen Scotland. The vessel was built in 1979 at Marystown Shipyard, Newfoundland and measures 211' x 45' x 22.5' depth with 19.5' maximum draft. She's powered by 2 x Wichmann diesels for a total of 6,600BHP with twin CPP wheels in Kort nozzles and fitted with a 150mt double anchor handling / towing winch. Vessel has a max. deadweight of about 1,971mt. The vessel will enter service for the new Owner immediately upon delivery from Eastern Canada to the North Sea, where she is expected to earn very favorable day rates in the extremely buoyant market conditions in that region.

Marcon International, Inc. is pleased to announce that it has concluded the sale of the beachable Ro-Ro / Lo-Lo "Atlantic Trader I" to South Pacific Buyers. The vessel (258' x 45' x 28' depth, built 1969 in Norway, and extensively rebuilt in 1991) is powered by 2 x CATD399 diesels for a total of 2,000BHP, and has two controllable pitch propellers. She is fitted with a bow door / ramp, and has a capacity of 30 trailers + 8 cars + 8 TEU (total of 400 lane meters). She is also fitted for the carriage of reefer containers (total 34 reefer points), and will enter trade in the South Pacific for her new Owners when delivered later this month.

The U.S. flag, pipe bury barge "Atchafalaya Bay" (ex-"BAR 356") was sold to Horizon Vessels, Inc., a subsidiary of Horizon Offshore, Inc.; Houston, TX. The 256' x 72' x 15.5' barge which was built in 1970 by Halter Marine of Moss Point, MS will under-go conversion to a combination lay/bury barge at Horizon's Port Arthur, TX facility and be renamed the "Pecos Horizon". Barge is presently fitted with an eight point mooring system with 12,000 lb. stockless anchors on 3,000' wire, accommodations for 80 persons and two Manitowoc pedestal cranes. After conversion, "Pecos Horizon" will be capable of laying pipelines up to 20 inches in diameter and operating in water depths up to 500 feet. The barge will also be capable of burying pipelines up to 60 inches in diameter to depths of 16 feet below the sea floor. The barge is scheduled for deployment later this year.

"WESTERN MAGELLAN" was sold to Fugro-McClelland Marine, of Houston, TX. This 221' x 52.5' x 19.7' vessel was built during 1999 by Kwong Soon Engineering of Singapore. She is driven by a pair of Wartsila 6L26 diesel engines producing 4,988 bhp, through controllable pitch propellers. The vessel was never placed in service after delivery was given due to slowdown in the seismic acquisition field, and remained tied up at the builder's yard. The sale of the ship was conditioned on the Buyer's never employing her in seismic service. Marcon acted as sole broker in the sale.

WesternGeco of Norway has sold their 220' seismic vessel "KENDA" for service out of the seismic industry. The vessel, which was built in 1985 by Leevac Shipyard in Louisiana has dimensions of 220' x 42' x 15' depth, and is powered by a pair of CAT3516TA's for a total horsepower of 3100BHP. She has quarters for 34 persons, a heli-deck (D-13), and a reported range of nearly 9,000 nm. The new Owners are installing a Dynamic Positioning system. She can be developed for charter through our office for numerous underwater support activities including cable support. Daily time charter rate will be quoted on request from serious interests, for worldwide service. Marcon acted as sole broker in this transaction.

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Ketchikan Pulp Company of Ketchikan, Alaska has sold their double skin OPA'90 ocean tank / rail car barge "HARRY A. MERLO" to Cenac Towing Co., Inc. of Houma, Louisiana. The 9,000dwt, ABS classed barge was built in 1994 by Gulf Coast Fabricators at a cost of about \$8.4 million to supply fuel oil, chemicals and other materials for pulp processing and lumber mill operations in Southeastern Alaska. Elliot Bay Design Group of Seattle, Washington designed barge. Black oil, diesel and caustic soda were carried north in the integral cargo tanks plus smaller parcels of chemicals and stocks were hauled in tank and hopper cars loaded on deck. On the southbound run, box cars were loaded with pulp. In 1997, the mill was closed because it needed abt. \$200 million in environmental upgrades and other improvements and the barge became surplus to Owner's requirements. New owners plan to mobilize the barge to the U.S. Gulf and are in discussions with Owners of a local tug Marcon has introduced.

Jonah Co., Inc., Lockport, LA have purchased the tug 'RANGER' (ex-Lady Virginia) from Caribbean Towing, inc. of Madisonville, LA. The tug was originally built in 1945 as a single screw "ATA" class tug and after lying idle for about 10 years was completely rebuilt and converted to a twin screw tug in 1997 by Bollinger Shipyards in Algiers. Work included installation of a new electrical system, interior refinishing, generators, piping systems, exhaust stack, electronics, kort nozzles and installation of two reconditioned EMD 16-645E2 main engines. A new pilothouse had previously been installed in 1986. New Owners are renaming the vessel "Mister Jonah" and plan to spend 2 -3 months working on the vessel to further refurbish the accommodations and reduce the present gross tonnage from 297 to under 200. Upon completion of work, tug will be available for coastal and ocean towing in the U.S. Gulf and Caribbean.

McAllister Towing & Transportation Co., Inc. of New York, NY have purchased the U.S. flag, twin screw tug 'ENFORCER' (ex-EI Buey Grande, ex-Denise De Felice) from Jore Corp. of Seattle, WA. The 133' x 32' x 17' tug was built by McDermott Shipyard in 1966. Prime movers are EMD16-645E6 diesels producing approx. 3400 total BHP. McAllister has renamed the boat 'McALLISTER BOYS', and plan to employ her in general barge towing service. This is the third tug Marcon has sold to McAllister and the third sold from Jore, although to different Buyers.

Arabian Gulf Mechanical Services of Kuwait have purchased the crew boat "Sea Vixen" from Cuig Maritime of Singapore. The vessel was originally built in 1985 by Halter Marine (USA), measures 101.59' x 21.25' x 9.51', is powered by 3 x GM12V71TI main engines developing 1530 BHP, and carries 52 passengers. The vessel is classed ABS +A1 +AMS and has an ABS Loadline. She will be shipped as cargo to Kuwait where she will work in the Persian Gulf oilfields. Marcon acted as sole broker in the transaction.

Cabrillo Yacht Charters of San Pedro, CA has purchased the 83' x 21.1', US flag, Passenger Vessel "Royal Knight" from the Blue and Gold Fleet of San Francisco. The vessel is Coast Guard certified to carry up to 206 passengers on two decks with propulsion, provided by two CAT D3408 total 740 BHP, giving her a top speed of 12 knots. This is the third vessel for the new Owners who have landed a new contract for her use. After some minor refurbishment she is reportedly to be put into service in the Long Beach, CA area to serve as a Day Cruiser and Whale Watch vessel.

Bisso Marine Co. of New Orleans, has purchased the triple screw U. S. flag tug "SEACOR GUARD" from Seacor Marine Corp. of Houston, TX. The 97' x 30' ABS classed vessel was originally built in 1984 by Moss Point Marine for use as a mooring boat in West Africa and was outfitted for firefighting and pollution control. Propulsion is a three GM12V149's totaling 2400BHP driving fixed pitch open prop. Vessel is also fitted with a 100HP bow thruster. The vessel returned from West Africa in 1999 along with a similar smaller vessel and was refurbished at Steiner Shipyard in Bayou LaBatre.

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Abdon Callais Offshore of Cut Off, LA have sold their 65' x 18.5' crewboat "*Poppee's Dream*" to Crowley Marine Services. The steel hull / aluminum house crewboat was originally built by Halter Marine in 1984, is powered with two GM12V71TI's for a total of 900BHP and was Coast Guard certified for 20 passengers. The vessel, to be renamed "*Arctic Express*", will be shipped overland to Seattle, Washington and then barged north to Prudhoe Bay, Alaska after major modifications are completed at Gulf Coast shipyard.

Sause Bros. Ocean Towing of Portland, OR has sold its twin screw 1400BHP tug "*Balboa*" to Island Tug & Barge, Co., Inc. of Seattle, WA. Tug is powered with twin CAT3412D's with a total of 1360BHP. The vessel, originally built in 1964 in Louisiana, will be repositioned to the Pacific Northwest and re-named '*Island Storm*'.

San Diego Towing & Marine Services, Inc., San Diego, CA has purchased the 65' utility/tug '*American Endeavor*' from Aqua Terra Contracting, Inc., Robstown, TX. The vessel was built all of steel in 1962, measures 65' x 18' and is powered by two CATD343TA's totaling 700BHP. Tug is also fitted with a Skagit BU-30 single drum-towing winch, and has a USCG C.O.I. for the carriage of 18 passengers. She will be employed in the new Owner's fleet for service in San Diego, CA and surrounding areas.

Rincon Marine, Inc. of Port Hueneme, CA have sold their 1004 GRT anchor handling tug supply vessels "*Santa Cruz*" and "*San Miguel*" to Seacor-Smit, Inc. of Houston, TX. Eastern Shipbuilding originally built both sister-vessels in 1999. They measure 190' x 44' x 16' and are powered by twin CAT 3516B main engines delivering a total of 4400BHP. "*Santa Cruz*" will continue to work on the U.S. West Coast and the "*San Miguel*" will work in the U.S. Gulf. Marcon acted as sole and exclusive broker in the sale.

Mooreco Marine, Inc., New Orleans, LA have purchased from the estates of TransCoastal Marine Services, Inc., the following four inland barges: 250' x 50' x 12' unnamed crane barge fitted with 90 ton pedestal mounted American crane; 208' x 26' x 5' unnamed office barge; 120' x 30' x 12' deck barge '*RF-216*' fitted with spud wells and a 100' x 30' x 12' maintenance barge. Mooreco will utilize the equipment at the new shipyard they have opened in Michoud, LA.

Pioneer Americas of Houston, TX has sold their 180' x 44.1' x 17', 1966 Todd Shipyard built, tank barge "*Chet Roberts*" to Alaska-Oregon Offshore of North Bend, OR. The 5,700 BBL, single skin, tank barge had been in regular service making deliveries of up to 1000 Tons of caustic soda in the Pacific Northwest. She also carries two 300 Ton deck tanks, rated at 300psi, and outfitted for carrying chlorine. New owners are looking to sell the deck tanks and strengthening the deck to allow for carrying greater deck loads.

The Estates of TransCoastal Marine Services have sold the deck barge "*CH-2*" to Morgan City, Louisiana buyers. The approx. 15 year old, 130' x 38' x 10', ex- ABS barge will be used to store equipment; however new owner's may consider a resale.

The Estates of TransCoastal Marine Services have sold the m/v "*SAND QUEEN*" to Ocean Runner Marine, inc., of Lafayette, LA. The 110' class utility boat was built in 1977 in Bayou LaBatre, AL and is powered by twin GM12V71 diesel engines. While owned by TransCoastal, she was used for hydrostatic testing and dive support. The new owners will keep the vessels old name, and after a refurbishing at Diamond B shipyard, New Iberia, will place her in service supporting the offshore oilfield trade in the U.S. Gulf.

The Estates of TransCoastal Marine Services have sold the 4-point mooring vessel "*SEA LEVEL 21*" to Professional Divers, Inc. of New Orleans. The 175' x 38' ABS Classed former supply boat was originally built in 1980 by Universal Iron Works and several years back, converted to support hydrostatic pipe testing and commissioning, jetting, diving & coring service. Professional Divers have re-named her "*4 POINT PONY*", and with assistance from Bollinger's Lockport yard, are refurbishing the vessel and expect to have her ready for service by early March.

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Sea Coast Towing of Seattle, WA has sold the following tonnage to U.S. West Coast Buyers:
60' x 20' twin screw pushboat style tug "CHINOOK" built 1965 by Umpqua River Navigation powered with twin CATD379 total 1000bhp; 60' x 19' triple screw, model bow tug "GLACIER" built 1965 in Hood River, Oregon and powered with three GM12V71TI's total 1200bhp plus the 210'x60'x13.5', 3,800dwt inland deck barge "JANE A." built 1976 and 200'x50'x10', 1,800tdw inland deck barges "435" and "438" built 1967. The units were all sold 'en-bloc' and will be employed in the aggregate trade in the Pacific Northwest. Marcon acted as the sole broker in the sale.

Sales are expected on several additional vessels or barges within the next few weeks. Last year Marcon was involved in the sale or charter of a total of 51 vessels and barges – plus two divisions related to the TransCoastal Chapter 7 Bankruptcy liquidation which included over 40 pieces of floating equipment.

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