

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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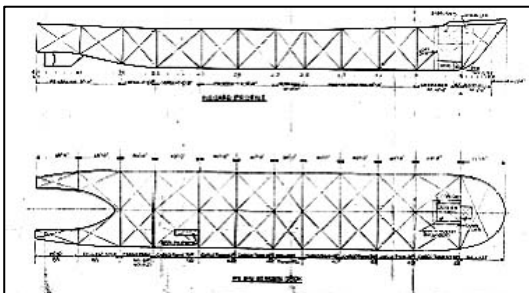
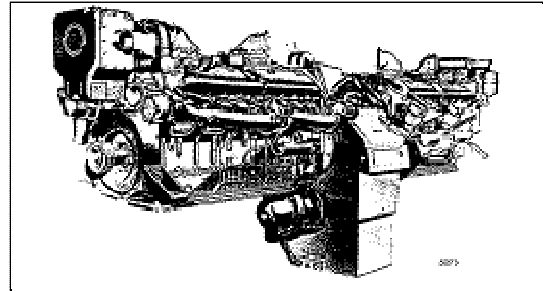
2007 Sales and Charters

In 2007, Marcon International Inc., as shipbrokers, sold or chartered a total of 54 vessels and barges – an average of just over one per week.



Private Caribbean interests purchased the U.S. flag, 145' x 35' oil spill response vessel "Clean Waters I" (ex-Response 1, ex-Stacey Tide, ex-Martha Theriot) from the Marine Spill Response Corporation of Herndon, VA. "Clean Waters I" was originally built as a small platform supply vessel by American Marine Corp. of New Orleans in 1964. She served as an OSV until 1983, last working out of Oxnard, California. At that time she was sold out of the "patch" by Tidewater Marine, Inc. and she was converted to an oil spill response vessel. Although the vessel is twin screw, she is powered by four GM12V71 diesels totaling 1,330BHP, with two each in tandem through a Falk marine gear on each shaft, turning outboard 60" 4-blade

props. "Clean Waters I" was fitted with two 40kW AC generators, an Alaska Marine crane, two built-in 4-brush Lori Skimmers and two 26' advancing skimmer jib arms with booms. At the time of her latest sale, she was stationed in Long Beach, California as part of MSRC's extensive inventory of response equipment and was in very good condition for her age. The vessel is being re-flagged to St. Vincent and the Grenadines registry and expected to depart for the Caribbean in the near future. Marcon acted as the sole and exclusive broker.



Penn Tug & Barge, Inc. of Stamford, CT has sold their U.S. flag 27,500dwt, oil barge "Texas" (ex - Bulkfleet Texas) to private interests. The 502' x 84' x 42' ocean tank barge was built in 1980 by General Dynamics of Quincy, MA as one of two deep notch, ship-shaped bow tug/barge units for Bulkfleet Marine of Houston, TX. Penn purchased the ABS +A1 classed tug/barge unit in 2000 and retained the tug in their fleet. "Texas" is capable of carrying abt. 205,744bbl capacity at her loadline draft of 34.5' in 16 inorganic zinc coated tanks. The single hull US Flag barge was last in clean petroleum service and phased out of service the end of 2005. New

Owners took delivery of the barge in Tampa, Florida where she was laid up. They plan to re-flag the barge foreign and mobilize her to West Africa where she will be used in conjunction with their oil storage and transportation requirements in the region. This was the 32nd ocean tank barge sold by Marcon International since the OPA'90 Rules & Regulations for mandatory retirement of single hull petroleum vessels by 2015 was implemented. Marcon acted as sole broker in the sale between the Buyer and Seller.

Marcon International, Inc.

Sale & Charter Report - 2007

Marcon International Inc. is pleased to announce the sale of two sister inland river pushboats "*Captain Jimmy*" (ex *Gwen Anne*, *Buzzard*, *Mrs. Chips*) and "*Captain Tuck*" (ex *Captain Dave*, *Sugar Daddy*, *Mr. Chips*) from Hanover Towing Inc. of Wilmington, NC to McBride River Services LLC of Kentucky on private terms. The 900bhp pushboats were originally built by Jeffboat Inc at Jeffersonville, Indiana in 1965, and were commissioned by Gulf Atlantic Towing Corporation. The pair were sold to Allied Towing in 1972 and Hanover purchased them in 1975. The 58.3' registered length vessels are powered by twin Cummins KT1150M diesels driving two 60" x 50" 4-blade stainless steel blades. Immediately after closing the sale, both pushboats were mobilized from North Carolina to the Mid West region to commence a charter. Marcon acted as sole broker in the transaction.



Marcon International, Inc. is pleased to announce the sale of the seismic / survey vessel "*Romano*" (ex *Cape Romano*, ex-*Don Bollinger*) from Victoria H LLC (part of the North American Marine Transportation Group) to Brone Positioning and Survey of Lagos, Nigeria on private and confidential terms. The 1965 American Marine Corporation built unit was originally commissioned by Cheramie BoTruc and rebuilt in 1983. The vessel was subsequently sold to Bollinger Machine Shop. in 1995 and then onto Sea Mar Equipment in 1996. Current sellers bought the vessel in 2003. "*Romano*" is powered by a pair of CAT D398 diesels providing a total of 1700BHP and fitted a 200HP bow thruster. Three 150kW / GM8V71 generators provide electrical power. Accommodations are provided for

a total of 32 persons in 8 staterooms. The 146' x 36' unit will be reactivated from lay up in the U.S. with Class being reinstated prior to sailing to West Africa for employment. Marcon acted as sole broker in the transaction.

Island Tug and Barge Co. of Seattle, WA has completed the light tow of the 282' x 78' x 17.5' ocean deck barge "*KR-1*" (ex- *Jl-281*) from Seattle, WA to Astoria, OR with their single screw tug "*Island Champion*" (ex- *Mogul*) for Knife River Corporation of Portland, OR. The tug was built in 1965 at Albina Engine & Machinery of Portland, OR and produces about 35 ton BP. She is powered by a single CAT 3606 diesel engine (repowered in 1997) and she produces about 2,800 BHP at 1,000 RPM through Reintjes (5.074:1) gears, throwing a single 119" x 110" 5 – blade, stainless steel propeller. She accomplished the tow of the 7,142 dwt barge at the end of 2,200' x 2" wire spooled from her Markey (TYS-32) tow winch. The 1978 built, ABS+A-1 loadlined barge was brokered, by Marcon, to Knife River Corp. from Victory Towing Inc. of Seattle in September of this year. Marcon acted as sole Broker in the transaction.



Marcon International, Inc.

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As exclusive brokers, Marcon International has sold the 270' x 55' x 23' multi-purpose DSV "Sun Carrier" (ex-Midnight Carrier, Cable Carrier, Cable Protector, Star Arcturus) from Offshore Energy Holding LLC to private U.S. Gulf Coast interests. The Lloyds +100A1 classed, Vanuatu flagged vessel was built in 1976 by Smith's Dock; Middlesborough, U.K originally as an offshore pipe carrier for Star Offshore Services Marine Ltd. of Aberdeen. The 4,620BHP vessel is powered by a pair of British Polar V12 SF112VS-F turbocharged diesels turning controllable pitch 4-blade stainless steel props, two 580HP United GillJet bow thrusters and twin balanced, free-hanging Becker rudders. In 1986 the vessel was renamed "Cable Protector" and the

next year converted into a Cable Layer by Global Marine Systems, Ltd.. In 1992 she was further sold to Tuayau Shipping NV (Workships Contractors BV) of Willemstad, Netherlands Antilles and renamed "Cable Carrier". Torch, Inc. of Gretna, Louisiana purchased her while on charter to Western Geophysical in the North Sea in 1998. She remained on that contract until March 1999. Torch's initial intentions were to upgrade the vessel, now named "Midnight Carrier" to a pipelay/subsea construction vessel for deepwater operations in the Gulf of Mexico. Torch converted her in 2000 at Bollinger Shipyard to a Dive Support Vessel by adding a large four-point mooring system with four Clyde AD-250 waterfall winches, additional quarters to accommodate 36 additional workers and an American 5299 crawler crane. In January 2005, Torch filed for reorganization under Chapter 11 of the U.S. Bankruptcy Code and entered into an agreement with Cal Dive / Helix, serving as a "stalking horse" bidder for Torch's fleet, including the "Midnight Carrier". Pursuant to an agreed final judgment with the Department of Justice permitting Helix to complete the Acergy acquisition in November 2005, Helix agreed to divest themselves of the "Midnight Carrier", "Seaway Defender" and a portable saturation diving system. "Midnight Carrier" was sold to Offshore Energy Holding LLC in 2007 and renamed "Sun Carrier".



At the time of the sale the "Sun Carrier" had been laid up in Louisiana with certificates lapsed for several years. Marcon acted as sole broker in the sale and has represented the Buyers in over a dozen sales and purchases over the last 20 years.



Sause Bros Inc. of Portland, Oregon has sold their U.S. flag ocean house/deck barge "Tazlina" (ex-ZB 280-1) to Wayden Transportation Systems, Inc. of Richmond, British Columbia, Canada. "Tazlina" measures 272' x 70' x 18' depth with a deadweight carrying capacity of 6,500 short tons on a loaded draft of 14.6'. She was built of 5/8" plate in 1975 by Zidell Explorations of Portland, Oregon and classed ABS +A1 Barge, Unrestricted Service. Prior to the sale, the barge was engaged for years transporting lumber, paper and other break-bulk products between the U.S. West Coast and Hawaii. She is fitted with a raised foc'stle and a watertight house covering about two thirds of her deck. New owners plan to remove the house and add a wear deck suitable for carriage of aggregate. Barge is being removed from U.S. registry and reflagged

Canadian. Marcon acted as sole broker in the transaction and has sold a number of barges either to or from both parties in the past.

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Victory Towing Inc. of Seattle has sold the 282' x 78' x 17.5' U.S. flag ocean deck barge "JI-281" (ex-MLC-281) to Knife River Corporation of Portland, OR. Built in 1978 by Marine Power & Equipment in Seattle, WA, the barge with 8' fence and heavy duty ramp has been around the world more than once in her lifetime. The 7,100 DWT barge, with raked bow and stern with towing skegs, last under went dry-docking and ABS renewal in Singapore earlier this year. Prior to that, she towed cargo from Dubai to Guam and



has previously worked carrying various types of military sealift cargoes between the Far East and Middle East. The new Owner is renaming the barge "KR-1" and planning on installing a concrete wear deck along with a self-unloading system for handling aggregate. This system can precisely place large amounts of material in remote locations accessible only by water and greatly helps to lower the Owner's production, transportation and equipment costs. Marcon acted as sole Broker in the transaction and has been involved with over 12 sale and purchase transactions with the Seller, but this is the first transaction with the new Owner.



"Beach Girl" - a shallow draft, self-propelled construction barge, was sold by Madden Construction, Inc. of Bellevue, WA to Vancouver Pile Driving Ltd, North Vancouver, British Columbia, Canada. The barge is made up of twelve Manitowoc steel sectional pontoons, each measuring 40' x 10' x 8'. The center pontoon provided space for four CAT3208 diesel engines, each driving a 360 degree thruster. New owners are removing the propulsion machinery and will completely disassemble the

bolted-together unit into its 12 component pontoons for trucking to Okanagan Lake, B.C., where it will support on-going construction work of the Kelowna Bridge. Perhaps the finest hour in this little barge's life occurred as a result of the collapse of the western half of the Hood Canal Bridge on 13 February 1979, when she was put into service as a vehicle ferry until the bridge was finally repaired. Marcon International acted as sole broker in the sale.



American Safari Cruises, L.L.C. of Seattle, WA purchased the U.S. Flag, Passenger Cruise/Research Vessel 'Safari Explorer' from private interests. The 145' x 36' x 11.8', "K" Class 'Safari Explorer' is an all steel, twin screw, passenger vessel, built in 1998 at Freeport Shipyard in Freeport, FL. She is powered by twin Luger 6170A diesel engines providing 1400 BHP @1800 RPM which turn two 52", 4-blade propellers through ZF BW-101 marine gears. She carries 20,000 gallons of fuel oil and maneuverability is enhanced with a 100 HP bow thruster. Ships power is provided by two 99kW and one 65kW gensets. Additional equipment includes a 1600gpd reverse osmosis watermaker, anchor windlass, wet labs, dive room, laundry area, and large open aft deck with a 6 ton Hiab articulated crane. Certified to carry 149 passengers, she presently consists of 18 cabins for guests plus four cabins for a crew of 12. New Owners have plans for an extensive refurbishment and conversion to a luxury passenger cruise vessel for employment on the US West coast and beyond. Marcon acted as sole broker in this transaction.

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Marcon is pleased to announce the sale of the 134' research vessel "Alpha Helix" from the University of Alaska at Fairbanks to US Northwest Buyers. The vessel is an all welded steel oceanographic research ship and was built in 1966 by Martinac of Tacoma, WA. Her dimensions are 134' x 31' x 14.5' depth, and she has a 6,500 nmi. range with a fuel capacity of 30,000 gallons. She is not ice classed, and is not an icebreaker, but does have a reinforced hull that allows her to operate in loose sea ice. Powered by a single EMD8-567CR via Liaaen 2.5:1 reduction gears to a single 106" diameter Liaaen controllable pitch prop on a 7" shaft, the vessel's speed is about 9-10.5 knots. She has quarters for 15 scientists and 11 crew. The vessel has been acting as

an oceanographic ship operated by the University of Alaska's Institute of Marine Science for the National Science Foundation for over 20 years, with her home port being Seward, AK. "Alpha Helix" was formerly a national oceanographic facility at Scripps Institution of Oceanography in La Jolla, California, and was acquired in 1980 to replace the smaller vessel "Acona", which had supported University of Alaska marine studies since 1964. "Alpha Helix" has reportedly covered a pretty good portion of the planet. In the late 1960s, scientists used her in Antarctica, the South Pacific, and hundreds of miles up the Amazon River. Since UAF began operating the ship, it has primarily sailed in Southeast Alaska waters and Gulf of Alaska plus Bering, Chukchi and Beaufort seas. Researchers have sampled the ocean for radioactive runoff from Russia, studied sea otters, and scanned the Aleutian trench, among other forays. In fact, while being escorted by a Russian icebreaker in 1995, "Alpha Helix" was the first U.S. vessel to enter the East Siberian Sea since the early 1960s. Marcon acted as sole broker in this transaction.

Olson Marine Inc. of Ketchikan, AK has completed the tow/delivery of the 200' x 64' dry-dock "Magone Dry-Dock # 1". The floating dry-dock was towed on her own bottom from Seattle, WA to Seward, AK. Magone Marine hooked onto the dock in Seward and towed her out the Aleutian chain to her new home at their facility in Dutch Harbor, AK for final outfitting. The new Owner recently purchased the dry-dock from Foss Maritime of Seattle, WA. Olson Marine used their twin screw tug "Norman O" (ex-Duncan Foss) which ironically they had purchased from Foss in 2005 to complete the tow. The 75' x 24' x 8', steel hulled tug was built to ABS at Albina Shipyard of Portland, Oregon in 1970. She's presently powered with twin CAT diesels delivering a total of 1,500 BHP. Marcon International arranged the tow but was not involved with the actual sale of the barge. However, Marcon has been involved in the past in several sales and purchases with the parties involved.



Marcon International Inc. is pleased to announce the sale of a 1976 built US flag 33,000bbl single skin ocean tank barge on a private basis. Marcon acted as sole broker in the transaction.



Dawn Services of Gretna, LA purchased the ocean deck barge "U-738" from Andrie, Inc. of Muskegon, MI. The barge, to be renamed "Dawn 181", was built in 1981 by Maxon Marine, Tell City, IN. Principal dimensions are 180' x 54' x 12'. Barge has spent most of its life in fresh water, mainly on the Great Lakes where she was employed hauling building materials such as rock, sand and gravel. Dawn Services has taken delivery of the barge on the Upper Mississippi River near LaCrosse, WI where it will be picked up by a towboat and towed south to New Orleans. Dawn intends to make the barge available for charter, possible in support of wreck removal work in the still-battered Gulf Coast. Marcon International acted as sole broker in the sale.

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The U.S. flag, 40,000bbl, 6,023dwt single skin ocean tank barge "Nu'uanu" (ex-Trinity, ex-Belcher 33) has been sold to foreign buyers. The 260' x 64' x 19.3' barge was built by Bludworth Shipyard in Houston, Texas in 1976 and fitted with ten cargo tanks, two gear type 11" discharge pumps, one 10" deepwell Byron Jackson pump, and a vapor recovery system. She has double rakes with towing skegs aft and a semi-V bottom with spoon bow. Originally built for caustic soda trade, her last cargoes were black oil. Barge is being taken out of U.S. registry, but will continue in petroleum service. Marcon acted as sole broker and has sold about 10 vessels and barges to or from Seller over the years.



Southern Transport Service, Inc. of Panama City, Florida chartered their 78' x 20' x 7.65' aluminum research vessel / workboat "Southern Star" for fourteen days to test AUVs offshore Panama City. The vessel was originally built in 1973 by Swiftships as a patrol boat and rebuilt in 2002 when she was converted to her present service. She is powered by a pair GM8V91TI's providing a total of 1,200BHP. Vessel is fitted with a 12'x18' clear deck space aft, tow bits, dive platform and davit with an estimated 600lb. capacity. Marcon acted as sole broker arranging the time-charter.

Marcon is pleased to announce the arrangement of the short-term charter of the twin screw tug "Coastal Sun" (ex-Dauntless, ex-E.B. McNaughton). She is well known on the U.S. West, Gulf and East Coasts, and will be working in the U.S. Gulf region engaged in ocean towing for the Charterer. Classed ABS+A1 Towing Service, +AMS for Unrestricted Service, she had her last five year Special Survey completed in Summer 2006. Designed by Schuller and Allan of Houston, Texas to tow the 17,999dwt self-discharge urea barge "Hawaii" (and later sold by Marcon to New Zealand), she was built in 1970 by Gulfport Shipbuilding of Orange, TX and underwent major rebuilding in both 2000 and 2006. Dimensions are 122' x 34' x 17.5' depth, drawing about 15' loaded. The vessel is powered by twin Fairbanks-Morse 12-38D8-1/8 main engines totaling 4400BHP @ 825 rpm. The main engines drive 120" x 108" open wheels on 10.75" shafts via Lufkin 4.48:1 reduction gears. She is also fitted with shaft brakes and we found at sea trials her forward to reverse time to be relatively quick for a direct-reversing tug. She is fitted with a single drum Burrard HJ-5/GM6-71 diesel powered tow winch with 2800' of 2.25" wire and packs 126,000 gallons of fuel for long haul towing. The tug remains available for long term charter basis or outright sale. As brokers working directly with the Owner, we strongly encourage interested parties to contact our office to discuss possible terms, conditions and price or rate ideas. Marcon acted as sole broker in this charter and has brokered the tug twice previously in it's lifetime – once from Hilo Transportation as the "E.B. McNaughton" on a long-term charter towing general cargo for Sealand in the Far East and later as the "Dauntless" from Crowley Maritime to East Coast buyers during the mid -1990's.



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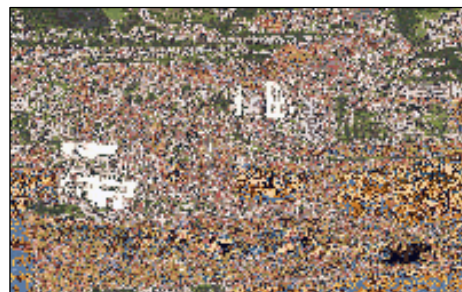


Marcon, acting as exclusive brokers for the creditors, brokered the sale of the mini-cruise vessel "*Wilderness Explorer*" (ex-*Viking Explorer*) to Ocean Explorers, Inc. of Anchorage, AK. The vessel was originally built as the "*Fort Meyers*" in 1969 by Blount Marine, Warren Rhode Island. She is certified to carry some 31 passengers in 16 cabins, and typically operated in SE Alaska with a crew of 12-13 on overnight cruises. Her dimensions are 112' x 21' x 7.8' depth, and she is powered by a pair of GM8V71 diesels. Marcon previously sold this vessel back in the early 1990's from the upper Mid-West to US Pacific Northwest Buyers (as the "*Viking Explorer*"). She then traded in the Pacific Northwest under various owners up until Fall 2005 when her former Owner filed for bankruptcy.

The vessel will be used for service in Southeast Alaska and other regions in the Owner's new employment as an overnight accommodations vessel. Marcon acted as sole broker.

Three ocean deck barges have been sold on a private and confidential basis. Marcon acted as sole broker.

Haugland Shipping of Haugesund, Norway sold the 1966 built supply vessel, "*Urter*" to private Italian interests for an undisclosed amount. Built by Brooke Marine of Lowestoft, and originally named the "*Lady Claudine*", this transaction represents just one of the many incarnations, including a Safety Standby unit, this vessel has gone through since delivery. Most recently the vessel was known as the "*Torungen*" ('94) and the "*Putford Warbler*" ('90). 160' by 35' and powered twin Lister ESS8 units producing 1700BHP, the unit has a 75' x 32' deck and capable of carrying 635 tons deadweight. J. I. Stie represented the seller in the transaction, whilst Marcon represented buyers.



Hannah Marine Corp. of Lemont, IL contracted for the lease-purchase of the U.S. flag, twin screw tug "*Pacific Victory*" (ex-*Petro Challenger*, ex-*Marine Challenger*, ex-*Polar Challenger*, ex-LT 789) from Victory Towing, Inc. of Seattle, WA. The tug was originally built as the U.S. Army "*LT 789*" in 1945 by Marietta Manufacturing as Hull 525 at their Point Pleasant shipyard on the Ohio River. She was one of 40 – 50 similar LTs built by Marietta during World War II. Once retired from service, she was converted in 1975-76 from her single screw configuration by Marine Power & Equipment of Seattle, Washington. She now has triple rudders, twin fixed pitch open propellers of 115" x 90" and carries abt. 180,000 gallons of fuel.

When converted she was re-powered EMD 16-645E2's for total of 3,900BHP, replacing the original 1,000HP Skinner uniflow steam plant, and fitted with Lufkin 4.39:1 reduction gears. She has a single drum towing winch and her overall dimensions are 151.5' x 33' x 18.8' depth. She has been idle and in lay-up for some 3 or 4 years in the US Gulf. The new Owner intends to undertake an extensive overhaul of the tug including both steelwork and machinery and renewal of her ABS Loadline. Hannah Marine intends to place her into dedicated service in the US Gulf towing an 8,000 DWT ocean barge. Hannah currently owns two similar ex-Marietta built LT tugs "*Mary E. Hannah*" and "*James A. Hannah*". Marcon has handled several other sales over the years for both Buyer and Seller.



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Alaska Oregon Offshore Marine sold their 3,600BHP, 140' tug "Marine Commander" to overseas buyers. Tug was renamed "Saje Commander" is towing a 20,000dwt ocean tank barge purchased through Marcon earlier this year from New York to West Africa. "Marine Commander", along with a sister-tug, were originally built in 1944 for the U.S. government as the U.S. Navy rescue tug "ATR-128" with 1,500HP diesel electric drive and in 1948 was re-



designated as ATA-201 "Challenger" until laid up in the Marad Reserve Fleet in 1961. Marine Power & Equipment of Seattle purchased the tug, renamed her "Marine Commander" and completely rebuilt both her and her sister-tug between 1978 and 1982. As vessels were originally very strongly built with 1/2" and 5/8" hull plating they were good candidates for the rebuild. The propulsion systems were totally replaced with modern 16 cylinder, 4,000BHP engines and gears with specially designed Coolidge 120" x 94" props. An emergency drive "take-them-home" system was also fitted to operate even with the main engine shut down. The system is driven off the ship's hydraulic system via chain and sprockets on the shaft,

powered by separate 250HP auxiliary engines. All plumbing/piping was updated, electrical equipment replaced including a new power distribution panel and towing machinery rebuilt and added to. The superstructure on the 01 deck (officer quarters & pilothouse) was replaced with a prefabricated aluminum house with a separate cabin for each crew member. After passing through several hands, the tug was repowered again in 2006 with a remanufactured EMD 20-645E7 providing 3,600BHP at 900RPM, rebuilt gearbox and bow thruster, after which she completed three heavy ship tows which were 5,000 miles each from start to finish. This was the fifth tug Marcon sold to Buyers and fourth tug sold either to or from Sellers. Marcon was the sole broker.

Marcon International, Inc. is pleased to report the sale of the 12,240 BHP, 1,475 dwt. AHTS, "Crowley Alliance" (ex- Maersk Tackler, Seaforth Atlantic, Federal Atlantic, Tawaki)) to Netherlands /Antilles Buyers. The vessel had most recently been working in the Sakhalin Islands in support of the rapidly developing offshore oil industry. "Crowley Alliance" has in her life supported the oil and gas industry in most areas of the world, from the North Sea to West Africa and from Brazil to the Far East. The vessel was delivered to new Owners in Vietnam. The 68.5m x 14.5m x 6.9m depth, anchor handling tug supply vessel was built in 1983 by Hyundai Heavy Industries of Ulsan, South Korea for Seaforth Maritime Ltd. and was later owned and operated



at various times by Fednav Offshore Inc. and Star Offshore Services Ltd. before being purchased by Maersk in 1990 along with three "T-Class" sister-vessels. She is heavily ice strengthened and classed Lloyds +100A1, +LMC UMS "Offshore Tug/Supply Vessel" Ice Class 1A Super and Canadian Arctic Class II. The vessel's ice class means that she has been able to work, where many other vessels could not. The vessel has a continuous bollard pull of abt. 113 tonnes, provided by four Bergen / Normo KMBV-12 diesels of 3,060BHP each and two Ulstein controllable pitch propellers in kort nozzles. Vessel is also fitted with two 800BHP tunnel bow thrusters, one 800BHP stern thruster and an Ulstein joystick. Anchor handling tasks are carried out by the use of a Brattvaag triple drum waterfall winch with a maximum pull of 260 tonnes and static brake of 400 tonnes. Deck gear also includes a pennant wire reel, Triplex 300 tonne SWL Shark jaws, Triplex towing pins, a 2.5m x 3.66mm stern roller and various hydraulic capstans and tuggers. Two rig chain lockers total 204m3 and can hold abt. 7,000' of 3" chain. The



vessel is also well equipped with stoppers, shackles, chaser, grapnel, etc. for towing and anchor handling operations and is approved by Noble Denton and Associates for any such operations. The 36.0m x 11.0m clear deck aft can carry abt. 410mt deck cargo plus the vessel can provide significant tank capacities below deck for both liquid cargoes and dry bulk. Accommodations are provided for a total of 21 persons including crew in 15 cabins. This is the second time, in 18 months, that Marcon has been involved with the sale of this vessel. Marcon International, Inc. represented Sellers in this transaction, while Offshore Shipbrokers, Ltd. of Aberdeen, Scotland represented Buyers; whereas in the earlier transaction sides were reversed and Marcon represented Buyers and Offshore Shipbrokers represented Sellers.

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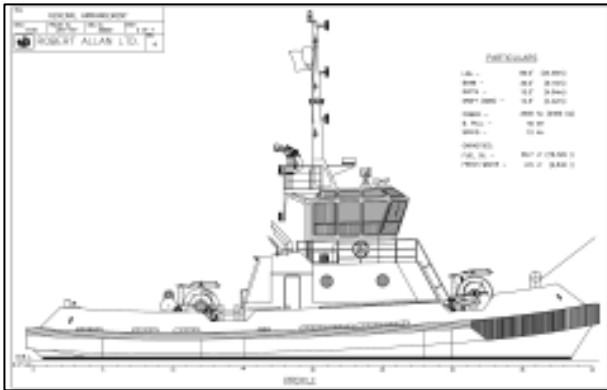
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K-Sea Transportation of New York purchased the 6,500BHP twin screw tug "Pete" (ex- "Mister Pete") from McAllister Towing and Transportation Co., also of New York. New owners will reportedly utilize the tug on the U.S. West Coast through their Seattle based-company, Sea Coast Towing, Inc. The 149' x 40' x 22.2', raised foc'stle bow tug was originally built in 1976 by Halter Marine of Moss Point, MS in 1976 for Jackson Marine Corp. Tug is powered by a pair of Alco 16-251F diesels with Lufkin 5.95:1 gears and 144" x 105" 4-blade stainless steel props providing a bollard pull of abt. 77 tons and free running speed of about 15kn maximum. Tow winch is an Intercon double drum side-by-side winch with 330,000lbs. line pull and capacity for 4,000' of 2.25" wire on each drum. "Pete" is to be renamed "Barents Sea" although we were suggesting "Chukchi Sea" after sailing up there during the mid-70's. Marcon acted as sole broker in the sale. "Pete" is being replaced in Portland, Maine by the 3,900BHP "Iona McAlister" – the only McAllister tug with one "L", but that's another story.



A 175' x 38' U.S. flag research vessel rebuilt in 2007 was sold on private and confidential terms.



Through the auspices of Marcon International, as sole broker, two Dominican Republic based tug and barge operators ordered one newbuild "Ulupinar" series sister-tug each from Turkish shipyard and tug owners, Sanmar Denizcilik Ltd. of Istanbul. The first of the two tugs will be delivered from the shipyard in November 2007 and the second in January 2009. The ASD type tugs were designed by Robert Allan, Ltd. and classed RINA C + Hull & Machinery, Unrestricted Navigation. Principal dimensions are 90' length overall by 30' beam x 13.25' depth with an operating draft of 14.5'. Power is provided by two CAT 3515BTAs developing a total of 3,300BHP to Rolls Royce US 155 propulsion units with fixed pitch props in high efficiency nozzles. One each Rolls Royce

hydraulic tow winch with 23 tons line pull at 8m/min is mounted fore and aft in addition to 8" hydraulic tow pins and tow hook aft. The forward winch spools 120m Amstel Blue rope and the aft winch 650m 40mm wire. Firefighting is provided by a 650m³/h fire pump and Skum fire monitor. The tugs have a speed of abt. 12.5kn free running and expected bollard pull of 40mt. This is the fourth or fifth tug or barge Marcon has sold Buyers over the years.

Marcon International, Inc. is pleased to announce the newbuilding delivery of a 1,200BHP inland river push boat. The vessel was built in 2007 at Serodino Shipyard, Inc. in Chattanooga, TN and was sold on completion to private interests in the U.S. Gulf region. The design is known as the "Tiger Class", and is 52' x 22.5' x 7.5' depth of hull. She is a typical inland river 3 deck boat design with twin Cummins KTA19M's providing a total of 1200BHP @ 1800 rpm. The vessel has a height of eye of roughly 24' and is fitted with quarters for 4 crew on the second deck with a small galley, head and shower on the main deck. Her plate thicknesses are 3/8" plate hull with 1/2" plate over wheels & bilge knuckles. Twin Disc MG-5202DC 4.06:1 reduction gears drive twin fixed pitch 52" x 40" 4-blade Nibral propellers. The vessel has two steering rudders and four flanking rudders. She is fitted with push knees forward and electric barge winches. Two 40kW / Cummins 4B3.9 diesel generator sets provide auxiliary power and light. Vessel has capacities for 6,000g fuel, 1,500g fresh water and about 165g lube oil.



Marcon International, Inc.

Sale & Charter Report - 2007



Oceaneering International, Inc. of Houston, Texas sold their dynamically positioned Dive Support Vessel "Ocean Service" (ex- Big Orange XVII) to Nomis Offshore Ltd. of Aberdeen, Scotland. The Vanuatu flagged, 200' x 40' x 18' vessel was built to ABS +A1 Class in 1981 by Teraoka of Nandan, Japan. She served the Seller as a multi-purpose ROV support vessel for many years in the U.S. Gulf. A pair of CAT 3612's diesels drive 2,600kW generators supplying power to a pair of Electroquip 3,700BHP propulsion motors. With her 450HP bow thruster and independently operated Becker type rudders she

has proven to be very maneuverable with excellent station-keeping capabilities. Her new Owner will immediately mobilize her out of the U.S. Gulf to Southeast Asia where she will undergo refurbishment for her new role. Marcon International, Inc. represented the Sellers as exclusive broker and Offshore Shipbrokers, Ltd. represented Buyers.

Penn Maritime Inc. of Staten Island, New York sold the U.S. flag, 155,000bbl, 20,889dwt single skin ocean tank barge "Penn No. 460" (ex-Morania No. 460, ex-Star 807, ex-Texaco 807) to overseas buyers who have purchased a number of similar tugs and barges through Marcon International over the last two years. The ABS +A1 Unrestricted Service classed, zinc coated, coiled and heated oil tank barge was built by Todd Shipyard in Houston, Texas. The 460.1' x 84.1' x 37.5' barge's last trade was in No. 6 oil. The barge was withdrawn from service due to her 2005 OPA'90 retirement date. Barge is being taken out of U.S. registry. Marcon acted as sole broker in the sale.



Marcon is pleased to announce the long term charter of the dive support vessel "Ocean Veritas" (ex-Seabulk Veritas). The U.S. flag vessel is 195' x 40' x 17' depth, an ex-supply boat which Marcon sold into the oilfield from fisheries during the last run up in the offshore market in the mid 1990's when she was converted to geophysical research. (I think we also may have sold her out of the "oil patch" in the late 80's). The vessel was recently outfitted to accommodate a dive support service by her current Owner. She is classed ABS +A1, now fitted with a 4-point mooring system and working in dive support service in the Gulf of Mexico on a long term contract under private terms. The vessel was originally built in 1974 by Halter Marine, USA as the "Jean Lafitte" for

Euro-Pirates International, Inc. She is now powered by a pair of CAT3606TA's which replaced her original MWM's. Marcon acted as the sole broker in the transaction and has handled a number of previous transactions for both the Owner and Charterer.

Marcon International Inc. is pleased to announce the sale of the 6,600BHP AHTS vessel "Fratelli Neri" (ex-Asso Cinque, Augustea Cinque, Off Barcelona) from European owners to Mid-East buyers. She was built in 1977 by Maritima de Axpe S.A. of Bilbao, Spain. Dimensions are 197.6' length overall by 42.64' beam with a loaded draft of 15.91'. She is currently classed with RINA. Vessel is powered by a pair of MAK 9M453AK 9 cylinder main engines producing 6,600BHP total at 550RPM. Propulsion is provided by Lips variable pitch props in fixed kort nozzles providing about 87 tons bollard pull ahead. She is fitted with a Norwinch double drum waterfall towing winch. Vessel had been working coastal anti-pollution control since 1999, but will now return to service in the oilfield. Marcon acted as sole broker in the transaction and handled previous deals for both buyer and seller.



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Cable Leasing Corporation of Seattle, WA sold their 100' x 40' x 8' inland cable barge "Jacobson Bros. Inc. No. 1" to Lakeshore Marine Construction, Inc., also of Seattle. The U.S. flag barge was built by Arc Weld Mfg. Co. of Marysville, WA in 1970 and rebuilt in 1996. Barge is fitted with a 25 ton Slattery knuckle boom crane forward, two 60' powered square spuds with a Skagit double drum hydraulic spud winch, a single drum Smatco hydraulic anchor windlass, two 75kW generators and an open well with a large single drum powered cable reel with an 80" barrel 168" long. Over 3,000ft² dry storage is located below deck with lighted workshops both above and below. Topsides is a galley, crew's mess, berthing, captain's office and radio room. Barge was renamed "LS-200".

Three 120' x 26' triple screw, U.S. flag crewboats built 1980/81 were sold on private and confidential terms.

Seattle based Jore International, Inc. purchased the U.S. flagged articulated tug & barge unit, "Thunder / Lightning" from T & L Ventures, Inc. of Katy, TX. Jore has had the unit on bare boat charter since December 2004 and recently exercised its option to purchase. The 1988 built, 460' x 65' x 22' barge is capable of carrying 70,000 bbls of liquid cargoes in lower tanks and 380 TEU's in the enclosed deck space and upper open deck. Partner tug, "Thunder", was built in 1991 by Robert Bludworth of Houston, TX and connects to the barge through a



Bludworth linkage system. Reportedly the 8400BHP,

120' x 44' tug can push the barge at abt. 14 kts. Jore International kept the unit steadily employed since taking it over - one of its jobs involved back-to-back runs to Iraq carrying cargoes of police cars. This is the second tug/barge unit Marcon brokered to Jore, Inc. Previously Marcon sold the 568' x 85', 6840BHP tug/barge unit "Strong / American" to Jore in addition to handling the sales and purchase of several other tugs and 300' - 400' barges. Marcon was the sole broker in the charter/ sale.

Coming right on the heels of the first sale of the New Year, Northland Services, Inc. of Seattle, Washington sold their 210' x 54' x 13.4' deck barge "Bandon" to Offshore Express, Inc. of Houma, Louisiana. The barge was originally built by Albina Engine & Machine of Portland, Oregon in 1960 as a double raked, deck cargo barge for ocean service. "Bandon", along with two or three sister-barges built at around the same time, was unique as the measured GRT of 43 allowed it to trade in ocean service without a loadline, as loadlines were only required for vessels and barges over 150GRT. "Bandon" was engaged in coastal service between the Pacific Northwest and Alaska over the past 40 + years. The barge will remain under U.S. Registry and will be employed in the Buyer's service.



"Bandon" is also unique in that she has retained her name unchanged over the last 47 years. Marcon acted as sole broker in this transaction and has handled other sales to and from both Buyer and Seller over the years.



Marcon International's first sale of the new year was Northbank Towing's tugboat "Miss Sue". The sellers considered this smaller boat out of synch with their current fleet profile of newer and larger boats. The 1976, Service Marine built, twin screw boat will be leaving the Gulf of Mexico for service with new owners in New England waters. The 75' x 24' x 9.5' tug is powered by a pair of GM16V92 diesels providing a total of 1,200BHP to 64" open stainless steel props on 6" shafts. Towing gear consists of a split drum Smatco 44-DPS 50,000lb. tow winch with a capacity of 1,500'

of 1.25' wire. Marcon expects to conclude sales on several additional tugs and barges shortly.

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The following shrimp trawlers have been sold this year through Marcon's marketing efforts on behalf of certain lending institutions or other secured creditors. The trawlers have either been sold at auction by the U.S. Marshal or, in many cases, on a negotiated basis after the vessels' titles have been cleared. Marcon assisted the owner / principals by marketing the vessels for sale, arranging inspections, providing buyers with vessel information and price guidance, and negotiating the actual sales between the banks and the buyers.

- **"Lady Paige II"** – Sold in January to an Alabama shrimper. Vessel was built in 2000 by Master Boat Builders, Bayou Labatre, AL. Driven by two CAT 3412 main drive engines. Dimensions are 86' x 25' x 12'.
- **"Miss Valerie III"** – Sold in February to a Texas shrimper. Vessel was built in 2002 by Master Boat Builders, Bayou Labatre, AL. Driven by two CAT 3412 main drive engines. Dimensions are 85' x 25' x 12'.
- **"Capt. Richard"** – Sold in March to an agent for a New England fisherman. Dimensions are 84' x 25' x 12'. Built by B&B Boat Builders, Bayou Labatre in 2001. Single screw boat driven by a CAT 3508 engine producing 637 BHP.
- **"Sea Horse"** - Sold in March to Jemison Marine, Bayou Labatre. Vessel was damaged in Katrina, new owner to repair and sell. Built in 1987. Dimensions are 77.6' x 23.0' x 9.7'. Main drive is a single CAT 3412.
- **"Lucky B"** - Sold in March to Croatian buyers for foreign fishery. The boat was sold on a negotiated basis. Built in 2001 by Rodriguez Boat Builders. Dimensions are 85.8' x 26' x 12'. Powered by two Cummins K-19M diesels producing 1,100 HP.
- **"Lucky Lady III"** - Sold in April to Greek buyers who will sail the vessel on its own bottom from Bayou Labatre to Greece where it will be employed in the bluefin tuna fishery. The boat was sold on a negotiated basis. Vessel was built in 2002 by Rodriguez Boat Builders. Dimensions are 85.8' x 26' x 12'. Powered by two Cummins K-19M diesels producing 1,100 HP.
- **"Lucky Jimmy"** - Sold in June to Honduran buyers. The vessel was damaged in Katrina, new owner to repair and re-sell in Honduras. Built in 1995 by Ocean Marine. Dimensions are 81' x 23' x 12'. Main drive engine is a single CAT 3412.
- **"The Family"** – Sold in August to a New Jersey scalloper. Dimensions are 83' x 25' x 13'. Built by Ocean Marine S/Y, Bayou Labatre in 2002. This is a single screw boat driven by a CAT 3508 engine producing 850 bhp.
- **"St. Joseph IV"** – Sold in October en bloc with **"Tammy Lady"** to Croatian buyers-who will utilize them in Mediterranean waters fishing for anchovy as feed stock for farmed tuna. Conversion work on the vessels will be performed by Jemison Marine, Bayou Labatre, AL. Vessel was built in 2002 by B & B Boat Builders, Bayou Labatre, AL. Driven by two CAT 3412 main drive engines. Dimensions are 88' x 26' x 12.5'.
- **"Tammy Lady"** – Sold in October (see **"St. Joseph IV"**). Vessel was built in 2001 by Kennedy Ship and Repair, Texas. Driven by two CAT 3412 main drive engines. Dimensions are 92' x 27' x 13.3'.
- **"Lucky Tommy II"** – Sold in December to a Galveston shrimper. Dimensions are 85' x 25' x 13'. Built by Master Boat Builders S/Y in 2000. Main drives are two CAT 3412 engine producing 1,080 bhp.

In 2006, Marcon sold or chartered a total of 74 vessels and barges. Since 1990, we have brokered a total of 859 vessels and barges for sale or charter, an average of about 48 per year. A full list is available on request. We regretfully did not keep close track of those sold before 1990.