

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

P.O. Box 1170, 9 NW Front Street, Suite 201
Coupeville, WA 98239 U.S.A.
Telephone (360) 678 8880
Fax (360) 678-8890
E Mail: info@marcon.com
<http://www.marcon.com>

31 December 2011

2011 Sales and Charters

Marcon International Inc. brokered the following 36 sales and charters in 2011, including two on a private and confidential basis.

The 79 year old, 1,700BHP twin screw inland river push tug “*Noydena*” was sold by Tidewater Barge Lines Inc. of Vancouver, Washington to JT Marine Inc., also of Vancouver. “*Noydena*” was built as the model bow tug “*Jenny Barber*” in 1932 by Canulette Shipbuilding, Inc. in Slidell, Louisiana and powered by twin 350HP Atlas-Imperial diesels. Shortly after her construction, the original owner went broke and the engine company took possession of the vessel, selling her to Western Transportation Company of Portland, Oregon in 1934. The tug was renamed “*Chief*” by Western Transportation, and promptly set sail on her own bottom from the Gulf of Mexico to the Columbia River in the Pacific Northwest. After 27 years working under Western’s ownership, she was bought by Arrow Tug & Barge Company of Astoria and renamed “*Arrow No. 4*”. Knappton Towboat Company of Portland purchased her from Arrow in 1962, renaming her “*Noydena*”, the name she sailed under for the next 49 years. Knappton rebuilt the stern and repowered the tug with two 565HP Caterpillar diesels. In October 1969, she sank in a late night accident when the 300’ barge the tug was towing capsized at Chapman’s Landing on the river. The barge, heavily laden with gravel, apparently struck the bank at a sharp turn in the channel causing the load to shift and barge to capsize. “*Noydena*’s” crew luckily escaped injury, however the tug’s upper works were demolished. Knappton raised and completely rebuilt the vessel with a new all steel superstructure and elevated pilothouse in 1970, and traded her under their distinctive colors of gray hulls, white houses and trademark black “*K*” on the stacks until the company itself was sold in the 1990s. Since 1934, “*Noydena*” has worked consistently on the Columbia River system and she looks like she is ready to continue putting in more years of service. “*Noydena*”, now renamed “*Stacy T*”, measures about 100’ length overall with a 24.0’ beam and a 5.9’ depth of hull. She is currently powered by a pair of CAT D398 diesels. Towing gear consists of single drum main tow winch and two electric barge make-up winches aft plus three electric barge winches at bow. Accommodations consist of five crew cabins and a full galley. Although out of service for several years at the time of her sale, she is in good condition for her age. Marcon acted as the sole and exclusive broker in the transaction.



The 10,000dwt, Vanuatu flagged ocean deck barge “*DRC/Blake 1*” (ex-*Eide Barge 35, Pacific Horizon, MB-100, SLB-1 and SLB-2*) was sold to private South American buyers, marking the second time that Marcon has sold this heavily-built unit. Marcon previously sold the barge from Horizon Offshore of Houston, Texas to Eide Marine Services of Norway in 2004. “*DRC/Blake 1*’s” dimensions are 328’ x 98.5’ x 24.6’ depth and she has a 10mt/m² uniform deck load. Barge is classed by Lloyds, LR +100 A1 Pontoon. “*DRC/Blake 1*” was converted in 1996 by longitudinally joining two existing barges which had been originally built in 1982/3 by Scott Lithgow, Ltd. in Glasgow, Scotland. The original 328’ x 45.9’ barges were

specially built for load-out of heavy deck units for mating to semi-submersibles. The barge will be repositioned to South America by her new owners. Marcon was sole broker involved in this transaction.

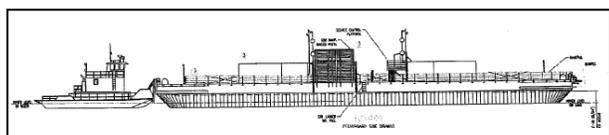
www.marcon.com

Celebrating 30 years as Brokers from 1981 to 2011.

Marcon International, Inc.

Sale & Charter Report - 2011

The unfinished newbuilding hover barge “*Monty*” was sold by builder Sundial Marine Construction & Repair of Troutdale, Oregon, to private buyers. This unique hover or air cushion barge (ACB) was designed to hover about 5’ above the surface while carrying about 450 tons of deck cargo on a clear deck of abt. 9,000ft². She was built to transport cargoes of supplies in and ore concentrates out for Vancouver-based Redfern Resources, Ltd. of British Columbia, Canada to/from a multi-metal gold, zinc, copper and lead mine on the Tulsequah River in Canada, 40 miles northeast of Juneau, Alaska. With no roads in the area, the Tulsequah Chief Mine could only be reached from Alaska via the Taku River. The “*Monty*”, reportedly the world’s largest hover barge, was designed to be capable of operating year-round over shallow water, ice and land, while being towed by a vessel during ice-free conditions in the summer and amphibious tractors such as Amphitracs or Rolligons with large, soft, low-pressure rubber tires over the ice and crossing open leads during



the winter. From Juneau, Redfern intended to barge the ore to the Skagway Ore Terminal where it would be loaded on ships bound for smelters in Asia. The mining company declared bankruptcy in March 2010 and the barge was not completed. “*Monty*” was designed by Hovertrans, Ltd. and engineered by

BMT Nigel, UK. She measures 210’ x 82.67’ with a 5.58’ depth of hull. She is built of DH-36 low temp (minus 20 degree Fahrenheit) steel with sound attenuated aluminum houses which contained the four muffled CAT 3412 diesel driven Woodcock and Wilson fans which provide lift in the hover mode. Electrical power was provided by a 150kW generator and hydraulics by two CAT 3126 power packs. The hover barge was also fitted with two Grove M977 hydraulic cranes, four 30 ton hydraulic deck winches at the corners and one main heavy-duty bow ramp the width of the barge plus two side access ramps. A 10’ x 16’ moon pool was installed amidships and fitted with a bolted plate cover. New owners plan to eventually finish the “*Monty*” as a hover barge and commission her into their service. Marcon had been appointed as exclusive broker by the Supreme Court of British Columbia appointed Receivers.



Overseas buyers purchased a U.S. flag 105’ x 22’ x 6.7’ aluminum crew boat from U.S. Sellers on a private and confidential basis. The boat was built in 1980 by Camcraft Inc. of Jean Lafitte, Louisiana and powered by three GM 12V71TIs producing 1,530BHP, providing a cruising speed of 18kn on about 55 gals/hour. Capacities include 25 long tons of deck cargo, 2,400 gallons of fuel oil and 800 gallons of fresh water. Vessel has seating for 59 passengers and overnight accommodations are provided for a crew of five in two air conditioned staterooms. Vessel was in full operational condition. This is our first sale to buyer and from this owner. Marcon acted as sole broker.

The U.S. flag, inland river pushboat “*Kristin Lee Hannah*” (ex-*David E, Cheri Conway, Clark Frame, Carrie S, Inwaco*) was sold by creditors to private buyers. The 111.7’ x 35.0’ x 8.25’ depth towboat was originally built in 1953 by Sturgeon Bay Shipbuilding & Drydock in Sturgeon Bay, Wisconsin for Federal Barge Lines of St. Louis, Missouri and rebuilt by later owners both in 1968 and 1998 with significant upgrading in 2003. The “*Kristin Lee Hannah*” is powered by a pair of EMD 16-



567Cs totaling 3,200BHP which were installed in 1968. She has Falk LST 2.48:1 gears and 4-blade stainless steel props on 8” shafts, two steering and four flanking rudders. The boat is also fitted with a retractable pilothouse with 17.5’ of lift and push knees both fore and aft. Accommodations are provided for nine crew. Most of the “*Kristin Lee*



Hannah’s” service was in fresh water, last pushing four large tank barges on the Lower and Upper Arkansas and Tennessee Rivers. New buyers will likely rebuild her following years of sitting idle. She will continue under U.S. flag. Marcon acted as sole broker in the transaction. “*Kristin Lee Hannah*” was the last of the 18 vessels and barges from the Hannah Marine fleet sold at U.S. Marshal’s sales 2009-10.

Marcon International, Inc.

Sale & Charter Report - 2011

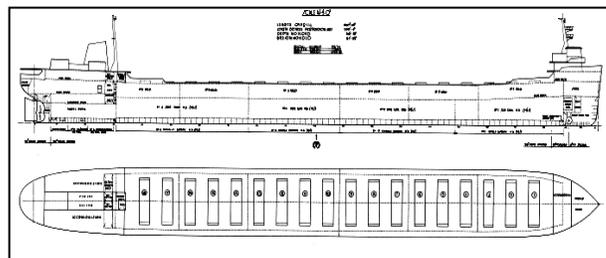
U.S. flagged tugs “OSG Seafarer” (ex-Seafarer) and “OSG Liberty” (ex-Liberty, Satoco) have been sold by Overseas Shipholding Group to Nigerian buyers, who over the past nine years have purchased 22 tugs & barges through Marcon. New owners will mobilize the tugs from Tampa, Florida where they are currently moored to their base in Lagos. Upon arrival the tugs will be employed in barge lightering of tankers in connection with owners’ terminal and tank farm operations. Both tugs were



built by Main Iron Works in 1971, the “OSG Seafarer” for Sonat Marine, Inc. of Tampa and mated with the 30,446dwt oil barge “Ocean 255” and the “OSG Liberty” for Sabine Towing and Transportation working with the 26,517dwt “Chromalloy I”. The 135’ x 36.1’ x 19’ depth “OSG Seafarer” is powered by a pair of EMD 16-645E7 diesels totaling 5,750BHP and fitted with a raised pilothouse with a 55’ height of eye. The 149.5’ x 37.0’ x 19.9’ depth “OSG Liberty” is powered by twin EMD 20-645E5s totaling 7,200BHP and fitted with a raised pilothouse with a 57’ height of eye. Both boats had Intercon coupler systems and classed ABS +A1 Towing, +AMS Unrestricted.

The two sister inland tank barges “MGM 601” and “MGM 602” were sold by Martin Gas to an affiliate of Nucor Steel, who will convert them both to deck service and utilize them for terminal work at a facility on the Lower Mississippi River. The single-skin, ex-crude oil barges were built in 1978 at Acadian Shipyard, Forked Island, LA. Barge dimensions are: 290.1’ loa x 50.1’ beam, 11.9’ depth. The barges were constructed with flat decks with no raised trunks, and the hulls were built to ABS Near Coastal specifications, and are expected to make good conversion candidates. Marcon served as the sole broker.

Rand Logistics, Inc.'s subsidiary, Lower Lakes Towing of Port Dover, Ontario purchased the 17,610mtdw, Canadian flagged, Great Lakes dry bulk carrier “Maritime Trader” (ex-Teakglen, Mantadoc) under sealed bid approved by the Federal Court of Canada. Concurrent with final court approval, Lower Lakes entered into a long term contract of affreightment for substantially all of the sailing days related to the vessel. The acquisition increases Rand Logistics' fleet size to fifteen dry bulk carriers, including twelve self unloaders. Scott Bravener, President of Lower Lakes commented, “We are pleased to announce the addition of the ‘Maritime Trader’ to our fleet. It is a vessel that we are very familiar with, having marketed it for the last four years on behalf of an



unaffiliated third party on terms that generated no profit for Rand. I am also pleased that we will enter into a long term contract of affreightment to meet the growth needs of an important existing customer, further solidifying this relationship.” The 607.8’ x 62.3’ x 36.1’ depth, Lloyds +100A1 Great Lakes classed bulker was built in 1967 by Collingwood Shipyards in Ontario, Canada as the “Mantadoc” for Paterson & Sons and rebuilt in 2005. “Maritime Trader” has a bulk capacity of abt. 761,400cft grain, abt. 16,431mt wheat, in six holds. The Laker is powered by four Fairbank Morse diesels totaling 5,332BHP clutched into a single 6:1 reduction gear driving a KaMeWa controllable pitch prop. This gives her a service speed of abt. 13.5kn with all four engines on-line. Prior to her sale, the “Maritime Trader” had been working for several years on a grain contract in the St. Lawrence Seaway and Great Lakes. Marcon International, Inc. acted as sole broker and exclusive representative of the Federal Court of Canada.



Marcon International, Inc.

Sale & Charter Report - 2011

Two 5,630BHP new ASD sister-tugs from Turkish builders, Bogazici Denizcilik were delivered to Owners in the United Arab Emirates. The tugs were designed by CintranaVal-Defcar of Spain for berthing and unberthing of vessels at LNG terminals, harbor assist, escort services, tandem towing, open sea services, fire fighting and oil recovery / oil pollution operations. The 65 tonne bollard pull ASD tugs "Sea Eagle" (ex-Bogazici 9) and "Sea Falcon" (ex-Bogazici 8) measure 32.5m length overall x 11.7m beam x 5.6m depth with a 4.30m draft. Both vessels are powered by twin CAT 3516B-HD turbocharged main engines developing 2,100kW each at 1,600RPM coupled to Schottel SRP 1515 4-blade 2,600mm controllable pitch azimuthing props. Free running, the tugs are expected to reach 13 knots maximum in calm weather. Auxiliary power is provided by two 150ekW Caterpillar auxiliary and one 69kW emergency/harbor generators. The tugs are fitted with a hydraulically driven Plimsoll anchor and single split drum escort tow winch with double warp and with combined double gypsies on the foredeck. Line pull is rated at 80mt and static pull at 200mt. Aft of the superstructure is a double drum Plimsoll tow winch rated at 65 tonnes pull and 130 tonnes static along with a 70 tonne towing hook, tow pins and stern roller. Each tug is FiFi I rated and come



with twin water/foam monitors rated at 1,200/300m³/hr. Below deck, main tank capacities include 250m³ fuel, 53m³ fresh water, 70m³ ballast and 25m³ foam. The tugs are specially designed for 3 man operation towage duties in harbor and coastal waters, with a maximum accommodation capacity for up to 10 persons in two single, two double and one four berth air conditioned cabin. "Sea Eagle" and "Sea Falcon" are classed Bureau Veritas I +Hull, Escort Tug, Unrestricted Navigation, Fire Fighting Ship / Water Spraying, +Mach AUT-UMS, Clean Ship and are now registered under the St. Vincent and Grenadines flag. This is the first sale Marcon International has concluded with this yard.

The 5,907stdw, single-hull ocean tank barge "250-10" was sold by Crowley Maritime of Seattle, Washington to local operators Island Tug & Barge for conversion to a flat deck gravel barge. The 250' x 75' x 16.1' double raked barge was built in 1976 by Todd Shipyard in Seattle. The ABS classed barge had a capacity of abt. 49,933bbl petroleum in 15 tanks. Last cargoes were ultra-low sulfur diesel and aviation gas and barge. Marcon acted as sole broker in the sale. Marcon has handled over a dozen sales and purchases for the Buyer and close to 100 for the Seller over the years.

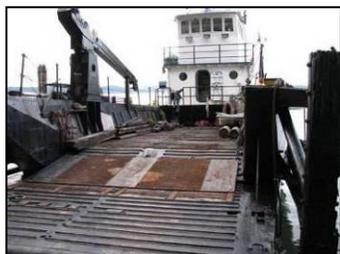


Capital Signal Company Ltd. of Trinidad sold the survey/supply vessel "Native Pride" (ex-Grampian Supporter, Grampian Freedom, Maersk Puncher) to a Panamanian tanker owner on private terms. "Native Pride" was built in 1976 by J. Pattje of Holland. She measures 207' x 46' x 19' with draft of about 16' at 1,942mtdw. Vessel is powered by two MAK 6M452AKs producing 3,200BHP driving twin fixed pitch propellers and an Ulstein 400BHP tunnel bow thruster. Electrical generation is provided by three Detroit Diesel auxiliaries producing 600kVa. "Native Pride" is classed DNV +1A1, Ice Class C, Safety Standby Rescue. Marcon brokered the sale to Capital Signal in 2008 and was sole broker in this transaction.

Marcon International, Inc.

Sale & Charter Report - 2011

Liteweight Marine LLC, Orcas Island, WA, has sold its LCM-8 type landing craft "Liteweight" (ex-Sea Otter) to Alaskan buyers on private terms. The vessel was built in 1954 at Higgins Industries Inc of New Orleans for the US Army as the "LCM 8063". She came out of the shipyard as a welded steel construction, twin screw vessel with a partial width deckhouse placed aft, an open well deck, a hinged bow ramp and a semi-flat bottom. Originally designed as a personnel and equipment transport to carry a crew of six and 200 passengers or 130,000lbs of cargo, it is now approved for carriage of 100,000lbs of cargo in partially protected waters. The vessel measures 73'7" LOA x 21' beam x 8'3" depth of hull and is powered by twin John Deere "Power Tech" Model 6125 AIM 75, 6 cylinder 2.5 liter straight block 400BHP diesel engines, that were installed in 2007. The engine output passes through Twin Disc 514 4 HD gears with a 2.04:1 ratio that then drive twin bronze propellers via 2-1/2" stainless steel shafts. The diesel auxiliary generator is a 4 cylinder John Deere 1195F driving a Lima 33kW generator. The clear deck measures 42' x 15' x 4' deep. Rudder tire push knees flank the bow ramp. 20' aft of the starboard bow on a steel foundation is a RO Products deck crane rated at 12,500lbs at 4ft. The vessel has a fuel capacity about 6,200 gallons in 4 fuel tanks. The original wheelhouse was replaced with a two-level larger deckhouse which has berthing for 3 persons. The "Liteweight" is capable of operating through the surf zone and grounding on a beach whilst remaining watertight. The new owners intend to obtain a Coastguard Certificate of Inspection and then work the vessel up in Alaska on construction projects. This is the second unit Marcon has sold to these buyers in recent years; and, coincidentally, this is the second time the sellers have sold the vessel in recent times, as they repurchased it late 2010 after the work for the first buyer dried up.



A joint venture company set up between a Canadian West Coast helicopter logging company and a Colombia based operating company purchased two deck barges and a 900BHP twin screw tug for logging operations on the West Coast of Colombia. The barges, a 110' x 35' ex-Navy barge and a 210' x 54' ex-ocean deck barge, will be towed to Colombia after final outfitting. Tug is a 1957 US built unit with dimensions of about 60' x 17.9' beam. She is powered by twin DDEC 60 Series diesel engines for about 950BHP @ 1,800RPM, driving



51"x44" 4-blade props. Her machinery was installed in 2006 and is Tier 2 EPA compliant. Tug is fitted with all necessary electronics for navigation and communication for inland and coastal towing, has a single drum tow winch with 1,200' x 1.125" tow wire, and is fitted with twin electric barge winches forward for making up to the tow. She has quarters for about 4-6 crew, is fully air-conditioned and has about 11,000 gallons of fuel capacity. Tug and barge will be trading under the Panama Registry for the new Owner.

The offshore supply vessel "Apollo Tide" (ex-Sallis Tide) was sold by Jackson Marine LLC, a Tidewater subsidiary, to Del Mar S.A., a Honduran company, who will utilize the vessel to supply their large fleet of lobster boats with fuel, water, groceries and fishing gear. The "Apollo Tide" had been removed from service and tied up in Tidewater's Bourg, LA lay-up fleet since Oct. 2010. The 180' x 40' x 14' depth, 965st dwt vessel was built in 1980 for Tidewater at McDermott Shipyard in Amelia, LA as the "Sallis Tide". She was Italian flagged and worked in European waters for several years. In 1984, the vessel was renamed the "Apollo Tide" and then in 1990 was reflagged Vanuatu. From 2006 until her lay-up, the ABS + A1 (E) +AMS classed boat was registered under Mexican flag and working in Mexico's offshore oil fields.



The vessel is powered by two CAT D399TA main engines for a total of 2,250BHP at 1,225RPM, driving two fixed props. Her speed is about 12 knots. She has an 89' x 21' clear deck and can carry 4,000BBL of liquid mud. Air conditioned accommodations are fitted for up to 22 persons.

www.marcon.com

Celebrating 30 years as a broker from 1981 to 2011.

Marcon International, Inc.

Sale & Charter Report - 2011



Intertug SA of Colombia has just completed a Trans-Pacific tow of a newly built 246' x 45.9' x 11.5' depth, with about 1,100mt light displacement, mega-yacht hull from Iquique, Chile to Auckland, New Zealand for Felham Enterprises Cayman, Ltd. The hull was built by Marco Shipyard as Hull #228 and was finished incomplete without appurtenances, machinery, and outfitting. All of this completion work will be undertaken at the Owner's facility in New Zealand. The tow departed Iquique, Chile on April 21, 2011 and arrived in Auckland on June 2nd, 2011. The tug "Sea Trout" was built for her Owner in China by Zhuhai Chenlong Shipyard and she measures 118' x 35.4' x 16.4' depth, and is class BV ++ Hull and Mach Tug with Unrestricted

Navigation. Her fuel capacity is about 85,000 gallons of fuel and is powered by 2 x Cummins QSK-60M main engines for a total of 4,400BHP @ 1,800RPM. Her bollard pull is about 58mt and her free running speed is 12 knots. She averaged about 6.5 knots, and a large drogue constructed of cemented truck tires and anchor chain was deployed off the port stern quarter to assist in keeping the hull from yawing during the tow (no rudders, propellers, etc.). The tow (about 6,700 miles) was completed without incident, and the Owner of the yacht was very pleased with all the very professional personnel and equipment employed by Intertug SA during this operation. Marcon acted as sole broker in assisting the arrangement of this tow. The "Sea Trout" also towed some newbuild 300' x 90' ocean deck barges from China to Peru on her delivery from Chinese Builders in 2010 (building and tow arranged via Marcon), with the same satisfactory results to the Owners.



The 390' x 71' x 27' depth, self-unloading aggregate barge "Cleveland Rocks" was sold by Laken Shipping Corp. of Cleveland, Ohio to private buyers who will continue to employ her on the Great Lakes. The U.S. flag barge was originally built in 1957 by Todd Shipyards Corp. as the pipelay barge "M-211". In 1981 she was sold to Canonie Transportation of Muskegon, Michigan for dredging and pipelay work in Eastern Florida and Virginia and appropriately renamed "Virginia". The Port of Port Royal in South Carolina purchased her in 1988 from Canonie to store containers. In 1992, Marcon brokered the sale from the Port to Kellstone, Inc. and

Inland Bulk Transfer Co., Inc. of Sandusky, Ohio. Kellstone promptly renamed her "Kellstone I" and shifted the barge to a Gulf Coast yard where she underwent a major conversion into a self-unloading gravel barge capable of carrying 10,200 tons in 18 corrugated, open hoppers or holds. The hoppers gravity fed two pneumatically-operated conveyor belts which led to a single 166.5' unloading boom on the starboard side. During her conversion, the barge was also fitted with a 250HP bow thruster and a 40' long stern push-notch. Kellstone sold the barge in 2004 to Laken Shipping, who further modified her stern notch to accommodate a 4,400BHP tug. Marcon acted as sole broker in both sales from Laken and from the Port of Port Royal. (Photo Credit: www.boatnerd.com)



Island Tug and Barge Ltd., of Vancouver, B.C, Canada, sold their special purpose, combo deck/tank barge "ITB-5" to City Services Ltd. of Freeport, Bahamas. The 161.4' x 47.9' x 10.9' barge was built in 1979 at McKenzie Barge & Marine Ltd. in North Vancouver, British Columbia. She is Transport Canada Classed "A" Oil barge for cargoes with



flash points below 60 deg C. "ITB-5" was designed and certified to carry both bulk oil and deck cargoes, with a below deck capacity of 10,000BBL in 10 cargo tanks. The barge is fitted with three independent discharge systems, three 550BPH Paramount centrifugal cargo pumps, hydraulic hose reels and closed loading and vapour recovery with a common vent/overflow system. With her internal piping, reinforced wood sheathed cargo deck, large hydraulic bow ramp and stern winches she is also very suitable for carrying rolling stock and miscellaneous deck cargoes. "ITB-5" has worked most all of her life trading

between Vancouver and the coastal communities throughout British Columbia, Canada. This is the third transaction that Marcon has helped broker for the Seller over the years and the second sale to the Buyer in the last year. The barge was loaded onto the heavy lift ship "Super Servant 3" in Vancouver for delivery via the Panama Canal to Florida. She will then be towed to her new home in the Bahamas. Marcon acted as sole broker in the transaction.

www.marcon.com

Celebrating 30 years as a broker from 1981 to 2011.

Marcon International, Inc.

Sale & Charter Report - 2011

Superport Marine Services Ltd., of Port Hawkesbury, Nova Scotia, Canada, purchased the research / survey vessel "Geosounder" (ex-Geograph, Sea Beam, Anne Bravo) from DOF Subsea Pte. Ltd. of Bergen, Norway. The 57.9m x 10.2m x 6.4m depth, Panamanian flag vessel was originally built in 1972 by Martin Jansen GmbH & Co. in Leer, Germany and converted in 1987, 1990 and 1996. In 2006, she also underwent an extensive upgrade at a cost of about US\$ 2 million. The vessel is powered by a single B&W Alpha 10V23LU diesel developing 920kW or 1,250HP at 800RPM driving a controllable pitch prop. Maneuvering and station keeping was assisted by 450HP CP bow and 600HP CP Ulstein stern thrusters with a Robertson SDP-600 system, HPR 310 and HiPap. "Geosounder" is well appointed with lifting gear including an



aft 8 tonne SWL "A" frame at 6m height, one Stromme 2 tonne at 10m hydraulic articulating crane, one Heile 18t/m crane plus a 15 tonne "A" frame amidships. Ship's power is provided by one 150kW, three 96kW and two 40kW 440vAC 60Hz generators. Accommodations are fitted for a maximum of 36 persons on board in 10 single and 13 double cabins with dayrooms, offices, gym, mess and full galley. Vessel was originally classed DNV + 1A1 ICE-C. "Geosounder" was delivered under her own power from Norway to Nova Scotia and new owners are planning to put her promptly to work on the Eastern Canadian coast. This is the second survey / research vessel that Marcon has sold to this Buyer. Marcon International acted as broker for the Buyer and Fearnley Offshore for the Seller.

C & K Marine of Anchorage, AK has leased the 75' x 27' x 11' steel, twin screw tug "Aries" from Olympic Tug & Barge, Inc. of Seattle, WA. The tug was originally built in 1980 by LAD Companies in Gibson, Louisiana. The U.S. flag tug is powered by a pair of GM 16V92NA diesels producing a total of 1,250HP @ 1,900RPM, each turning a 60" x 56" 4-blade stainless steel prop through a Twin Disc 527 5.17:1 marine gear. This gives "Aries" a bollard pull of 10.75 short tons ahead and 7.95 short tons astern. The model bow tug is fitted with two pushknees and a heavy bow pud forward along with a small "Carolina Cockpit" upper pilothouse for pushing. Towing gear consists of an



Intercontinental, single drum winch with 30 ton linepull and capacity for 1,200' of 1-1/4" wire, two manual barge winches and an Orville hook tow wire retrieval system. Ship's power is supplied by twin 40kW 208vAC 3Ph 60Hz generators driven by GM4-71s. The tug has tankage for 35,000g of fuel, 5,000g of freshwater, 60g of lube oil and 60g of hydraulic oil. This gives her an endurance of about 28 days. "Aries" is now undergoing refurbishment in Seattle before entering into new service in Alaska. This is just one of several vessel transactions Marcon has been involved in with the Seller over the years, but first to this Buyer. Marcon acted as sole broker.

Ocean Marine Services, Inc. of Nikiski, Alaska purchased the ASD offshore supply vessel "Sabre" (ex- Gulf Sabre, Seacor Sabre) from creditors. The 194' x 40' x 15', U.S. flag vessel was built in 1998 by Steiner Shipyard, Inc. in Bayou La Batre, Alabama. The 1,141dwt OSV is classed ABS + A1, + AMS and Coast Guard Inspected under Subchapter "L" with all certificates valid at time of sale. "Sabre" is powered by a pair of 1,125HP CAT 399TAs connected to Ulstein 900H azimuthing drives. She is also fitted with a Konsberg Simrad C-Pos-DP1 positioning system and a 400HP Brunvoll tunnel bow thruster to assist in station keeping and maneuverability. Below deck capacities include 87,000g fuel, 166,794g potable water, 1,150BBL liquid mud, 100,058g ballast/drill water and 1,200BBL methanol, in addition to 400 long tons deck cargo on her 130' x 30' clear deck aft.



Marcon International, Inc.

Sale & Charter Report - 2011



"Sabre's" ship's power is provided by twin 145kW Cummins diesel driven generators and external fire-fighting by a Nyhuis Holland 5,300gpm remote controlled fire monitor. The vessel has accommodations for a total of 20 persons in 6 cabins and is fitted with galley and mess seating 16 people. New owners are promptly mobilizing the "Sabre", to be renamed "Discovery", from the U.S. Gulf Coast through the Panama Canal to the Pacific Northwest where she is scheduled to immediately start work in Alaska. This is the fourth transaction Marcon has brokered on behalf of the Buyers over the last twenty plus years. Marcon acted as broker for Buyers and Lee Felterman & Assoc. acted for Seller.

Three twin screw, ocean-going tugs were sold by Malaysian based, International Bulk Trade Pte. Ltd., to a private Central American buyer. The Singapore-registered sister-tugs sold were the 2010 built "Surya Ratna 18"; the 2009 built "Surya Ratna 15" and the 2009 built "Surya Ratna 16". All three tugs were built at Hung Seng Shipbuilding Sdn. Bhd. in Sibul, Malaysia, and are powered by twin Cummins KTA50M2 main engines producing a total of 3,200BHP at 1,800RPM, driving fixed pitch props in kort nozzles. Bollard pull is rated at between 40 and 45 tonnes and free running speed is 12kn. The tugs are classed with Nippon Kaiji Kyokai (NKK).



Measuring 32.1m length-overall x 9.0m beam x 4.2 depth and with a design draft of 3.5m, the tugs come equipped with a 100 ton brake holding, 40 ton line-pull single drum towing winch with a capacity of 650m 44mm wire. Also located on the aft deck is a 40 tonne SWL quick release tow hook. Auxiliary power is provided by two 78kW Cummins 6BT5.9-D(M) Marineized and one 50kW Yanmar 4TNE 84TG1A generators. All three generators can be synchronized to handle seamless and uninterrupted load transfer. Each tug can carry a complement of 15 persons in air conditioned accommodations. Marcon acted as sole broker.



SageCrest II, LLC, of New York has sold its U.S. flag, 80' x 26.5' high speed, aluminum passenger catamaran "Catalina Explorer" to a US East Coast Buyer on private terms. The vessel will be refurbished for Owner's new service. "Catalina Explorer" was originally built by Allen Marine, Inc. in Sitka, Alaska as Hull #2 of this design, and started her career as the "Golden Spirit". She changed hands a number of times during her life, operating under the names "Great Rivers I" and "Lewis & Clark II". The vessel last worked operating in the Southern California passenger market running to Catalina Island, 22 miles off the coast, before being laid up in Long Beach. The vessel is powered by twin GM high speed diesel engines geared fixed pitch propellers. "Catalina Explorer" was built to U.S. Coast Guard for 149 day passengers, and has ample seating on her two decks and an upper observation deck. Marcon acted as sole broker in the sale.



Foss Maritime Company, Seattle, WA sold their inland deck barge "Foss 183" to a local Pacific Northwest based marine construction company. The 178' x 50' x 11.5' inland deck / materials barge was originally built in 1966 by National Steel and Shipbuilding in San Diego, California for Foss Maritime. The barge is double raked with twin towing skegs aft and fitted with bin walls. Built originally as an ABS Ocean Loadline barge, she has traded in inland service for many years. New Owners renamed her "Orion 1801". Marcon acted as sole broker.

www.marcon.com

Celebrating 30 years as a broker from 1981 to 2011.

Marcon International, Inc.

Sale & Charter Report - 2011

A private East Coast operator purchased the U.S. flag utility boat “*Sarina*” (ex-*Tern*) from Olympic Tug and Barge, Inc. of Seattle, Washington. The vessel was originally built as a U.S. Coast Guard WLI class inland buoy tender in 1969 at CG Shipyard in Curtis Bay, Baltimore, Maryland and rebuilt in 1994 and 1996 to her present configuration. She is currently fitted out as a small general utility and supply vessel and has performed oil spill cleanup duties upon the waters of the lower Columbia River and its tributaries. The 80’ x 24.4’ x 11.8’ “*Sarina*” is powered by a pair of GM 8V71 diesels, producing a total of 500BHP @ 1,800RPM, and Schottel SRP-150Z, 360 degree azimuthing drives with 40” four-blade stainless steel props. Each main engine, through a power take-off, drives the hydraulic pumps for the azimuthing drives, anchor winch and deck crane. Capacities include 4,765 gallons of fuel oil, 10,000 gallons fresh water and about 9,000 gallons of cargo lube oil. A pair of 66kW /Perkins 480vAC generators provides electricity for the vessel’s onboard services. The vessel is equipped with an 8 ton American hydraulic crane with a 50’ straight boom to aid with the loading and unloading cargo from her large 41’ x 18’ open aft deck. She last worked in the Columbia and Willamette Rivers around Portland, Oregon, but has been laid up for a few years in fresh water. New Owners are mobilizing the “*Sarina*” from the Columbia River to Puget Sound where she will be refurbished at a nearby shipyard and put into local service. Marcon acted as sole broker in the sale. This is the first vessel we sold to Buyer and one of several transactions previously completed with Seller.



harbor duties. Marcon acted as sole broker.

Signet Maritime Corporation of Houston, Texas sold their U.S. flag, twin screw harbor tug “*Signet Reliance*” (ex-*Dotsie*) to Rockingham Carriage Service of Portsmouth, New Hampshire. The 52.8’ x 16.7’ x 6.5’ tug was built in 1959 of welded steel construction at Equitable Equipment of Madisonville, Louisiana and rebuilt in 2003 at Aransas Pass, TX. She is powered with twin 300HP GM 8V71 diesels each turning a 54” x 36”, 4-blade, stainless steel propeller generating a bollard pull of about 7mt. The model bow tug has a single push knee and a raised pilot house providing a height of eye of 19’ 2”.

New Owner has plans to take the vessel back to the U.S. East Coast to use in general

Oceaneering International, Inc. of Houston, Texas sold their dive support vessel “*Ocean Project*” (ex-*Rambo*, 0601, *George E. Darby*, *Janie B*, *Cathy B*, *Nordic Offshore*) to private South American interests. The Vanuatu-flagged vessel was built in 1972 by Bel-Aire Shipyard, Ltd. of North Vancouver, British Columbia, Canada as an offshore supply vessel and classed ABS +A1, Ice Class A, Towing Service, +AMS, Unrestricted. “*Ocean Project*” is powered by a pair Ruston 12RK3CM diesels totaling 5,300BHP with Seffle CP wheels in kort nozzles and fitted with a 400HP Ulstein tunnel bow thruster. The 185’ x 45’ x 16’



vessel was originally built as an offshore supply vessel, but converted in 1986 by Transport Canada into a Search & Rescue Vessel and to tow small icebergs out of the shipping lanes. The Canadian Government sold her into commercial use in 1993 when she was renamed “*Rambo*” under Panamanian flag. Oceaneering purchased the vessel in 1997 and fitted her with a four-point mooring system and a sophisticated diving gear complete with two decompression chambers. “*Ocean Project*” then worked as an offshore maintenance / repair vessel conducting platform inspections, pipeline construction, hyperbaric welding, salvage, etc. She was used in 1999 to successfully retrieve the 2 ton Mercury space capsule “*Liberty Bell 7*” from 16,040’ of water.



The capsule, piloted by astronaut Virgil “*Gus*” Grissom in 1961, sunk shortly after splash-down due to premature detonation of the explosive bolts designed to open the hatch in case of an emergency. The capsule subsequently filled with water and sank only minutes after the successful mission. New owners are having the vessel promptly delivered on her own bottom to Peru, where she will be put into dry-dock and refurbished before re-entering oilfield service work. This is the second research / dive vessel sold by Marcon for Oceaneering and the first sale to buyers. Marcon acted as sole broker.

www.marcon.com

Celebrating 30 years as a broker from 1981 to 2011.

Marcon International, Inc.

Sale & Charter Report - 2011

The first sale in the first week of the New Year was the single screw, U.S. flag, 1,700HP tug “Gretchen” from Suderman & Young Towing Co. of Texas to the Bocas Fruit Co. of Panama. The 90’ x 26’ x 10’, harbor tug was built in 1967 at Bludworth Shipyard of Houston.

Originally powered by a Cleveland 16-278A diesel, “Gretchen” was repowered in 1991 with a modern EMD 16-645CL with Western marine 2.98:1 gear turning a single 96” x 66” 4-blade prop on a 11.5” shaft. She is fitted with single drum hydraulic capstan to port and “H” bits fore and aft. Her bollard pull was measured at about 19 tons ahead 12 tons astern. Renamed “Boca Del Drago”, the new owner

plans are relocating the vessel to Panama and use her in their business operations there. Marcon acted as broker for the Sellers and is assisting in arranging delivery from the U.S. Gulf Coast to Panama. Marcon had previously sold another tug out of the U.S. Gulf into the same trade. Marcon has also been authorized to market for sale the sister tug, our file TG16132, which is presently available for prompt inspection and delivery on the Texas Gulf coast. Suderman & Young Towing began in the late 1800s when Charles Suderman and Ben Dolson began stevedoring operations in Galveston. With the purchase of their first steam tug “Louise” they began shifting the deck barges used to handle cargo and soon began assisting ships. S&Y has continued to expand and upgrade their fleet and now has about 34 tugs ranging from 1,700HP single screw to 6,300HP Z-Tech azimuthing tugs serving the ports of Houston, Texas City, Galveston, Freeport and Corpus Christi, Texas.



In 2010, Marcon booked 125 sales, three charters and the delivery of a 3,300HP newbuilding tug previously committed. 92 barges were sold in a single “en-bloc” deal.

Looking back over the past 30 years, we have averaged about 42 sales/charters per year. Since our first sale in 1983, Marcon has brokered a total of 1,251 vessels and barges sold or chartered. A full list is available on request.

