

# Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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## 2016 Sales and Charters

Marcon International is pleased to report nineteen sales and charters concluded so far this year. Several additional sales are pending. Three 5,000+ HP twin screw and ASD tugs continue to be fixed on previously arranged long-term charters in the U.S. and Latin America.



With 2016's latest and the second sale of the 7,200HP tug "Jimmy Smith" (ex-Gulf Commander) to private U.S. West Coast buyers, Marcon International, Inc. of Coupeville, Washington has over the past 35 years brokered 322 tugs for sale or charter totaling 1,005,657HP. The 150.0' x 40.1' x 22.0' depth / 20.2' loaded draft, twin screw "Jimmy Smith" was built in 1976 by Equitable Shipyards, Inc. of Madisonville, Louisiana to ABS +A1, Towing Service, Ice Class C, +AMS class as Hull 1667, the "Gulf Commander". She was one of two sister offshore anchor-handling tugs built for Gulf Mississippi Marine, which later became Gulf Fleet Marine of Houston, Texas in 1978 and Zapata Gulf Marine Service in 1985. Tidewater, Inc. acquired the tug in their 1992 acquisition of Zapata

Gulf. In 2002, Marcon brokered the sale of the "Gulf Commander" from Tidewater to Honolulu-based Smith Maritime / Hawaiian Inter-island Towing and tug was renamed "Jimmy Smith" after the company's founder. After being mobilized from the Gulf Coast and completing an extensive shipyard maintenance and repair period, the tug supported Smith Maritime's inter-island petroleum trade and salvage operations. In 2004, "Jimmy Smith" sailed from Honolulu and successfully towed in the German 58,768mtdw, 282.1m x 32.2m x 32.2m depth, "Hanjin Pretoria". The 4,300TEU, fully laden container ship was dead in the water after its MAN B&W main engine failed on 14<sup>th</sup> December while doing 19kn about 1,000 miles north of Hawaii. The tug reached the "Hanjin Pretoria" on 20<sup>th</sup> December and it took two days to connect up due to the heavy North Pacific winter weather. The tug's 21 man crew were well supplied with sufficient food and water, but I have no idea whether a Christmas tree or Christmas pudding was included in the stores. The tow to Honolulu was completed the first week of the New Year. K-Sea Transportation of New Jersey inherited the "Jimmy Smith" in 2007 when they acquired Smith Maritime.

Four years later Kirby Corporation of Houston, Texas completed acquisition of K-Sea Transportation Partners and their fleet of 58 tank barges and 63 tugs including the "Jimmy Smith". The raised foc'stle bow tug is powered by twin EMD 20-645E7A diesels with Reintjes WAV 4800 5:1 gears and 144" x 144" 4-blade fixed pitch props on 12" shafts in kort nozzles, plus is fitted with a 535HP bow thruster to enhance maneuverability. She has a bollard of 103 short tons and free running speed of abt. 11-13kn on 220-330gph. Her 221,400g fuel capacity give the tug a range of abt. 11,070nm at 11kn. Towing gear consists of an Intercon DD 250 double drum side-by-side tow winch with a wire capacity of abt. 4,000' and 2,000' of 2" wire, stern roller and Intercon tow pins. "Jimmy Smith" was laid up in fresh water at the time of the sale. Considering that the present average age of the U.S. flag "sea-going" tug fleet is 34 years (built 1982), this sale of a forty year tug is a good example of "out with the old, in with



the new" and fleet renewal in the towing industry. Kirby's new high-horsepower tugs include the 2015 built, 10,000HP AT/B "Nancy Peterkin" and "Tina Pyne" plus two 120', 4,900HP twin screw line-haul tugs to be delivered Spring & Fall 2017 -- all by Nichols Bros. Boat Builders on Whidbey Island; the 6,000HP AT/B tug "Heath Wood" built by the Fincantieri Marine Group of Sturgeon Bay; a new coastal petrochemical tank barge, one 185,000bbl AT/B and two 155,000bbl AT/Bs. Marcon International, Inc. was the sole broker in both sales of the "Jimmy Smith". This is the ninth tug, totaling 26,490HP, sold to-date in 2016. Nineteen vessels and barges have been sold by Marcon International this year and 1,410 sold or chartered since 1981. Several additional sales are pending.



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Celebrating 35 years as Brokers from 1981 to 2016.

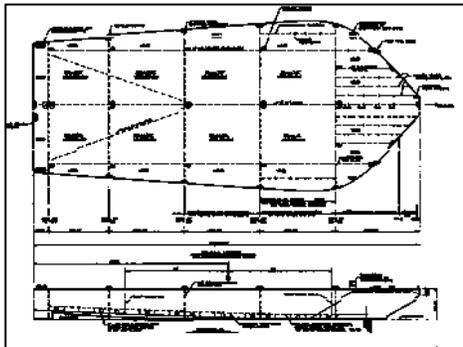
# Marcon International, Inc.

## Sale & Charter Report – 2016

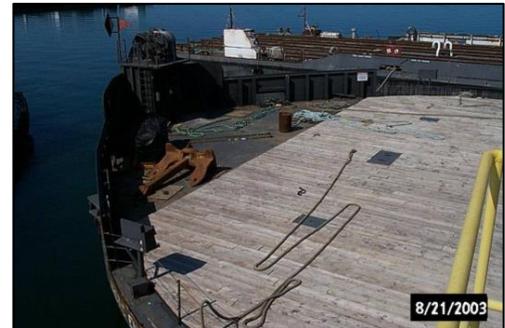
Marcon International, Inc. of Coupeville, Washington is pleased to report the seventh and eighth tug sales of the year, with the deliveries of the 4,300HP, tugs “*Colleen McAllister*” (ex-*Ellena Hicks*, Hull 685) and “*Katie G. McAllister*” (ex-*Libby Black*, Hull 671) to new Owners Port City Marine Services of Muskegon, Michigan. The 124.0’ x 33.1’ x 19.9’ depth / 18.0’ loaded draft tugs were built in 1967 and 1966 respectively by Gulfport Shipbuilding Corp. of Port Arthur, Texas for Gulf Coast Transit Company, subsidiary of TECO Transport & Trade, of Tampa, Florida and mated up with the 420’ x 80’, 17,193dwt, ocean dry bulk barges “*Theлма Collins*” and “*Barbara Vaught*”, both of which have since been scrapped. McAllister Towing & Transportation of New York purchased both tugs from TECO Transport in 2003. The “*Colleen McAllister*” and “*Katie G. McAllister*” are fitted with raised foc’stle bows and elevated pilothouses with 45 - 47’ heights of eye and powered by twin EMD 12-645E5s with Falk 4.27:1 gears and fixed pitch open props. Towing gear consists of Markey TYS 36 single drum, 2-speed tow winches with a capacity of 2,200’ of 2.25” wire. Tugs are classed ABS +A1, Towing Service, +AMS, Unrestricted Service. Port City Marine left New York City for Muskegon with the “*Colleen McAllister*” under tow of the “*Katie G. McAllister*”. Estimated time of arrival is just prior to Christmas, depending on weather and St. Lawrence Seaway traffic. New owners intend to outfit both tugs with Bludworth AT/B connection systems and utilize them in a similar capacity to their “*Prentiss Brown*” and “*Bradshaw McKee*”. Marcon brokered to Port City the 4,300HP sister-tug “*Prentiss Brown*” (ex- *Michaela McAllister*, *Betty Culbreath*) in 2008 and the 4,300BHP “*Bradshaw McKee*” (ex-*Susan W. Hannah*, *Kings Challenger*, IMT No. 1) to in 2009 and has handled numerous sales & purchases over the years for McAllister. With the sales of the “*Colleen McAllister*” and “*Katie G. McAllister*”, Marcon has brokered 321 tugs in the last 35 years.



Crowley Marine Services of Seattle, Washington has sold their 205.0’ x 90.0’ x 15.0’ depth former ice-strengthened, icebreaker / cargo barge “*Arctic Endeavor*” to Tagiuk LLC. The 3,029mtdw barge was built in 1982 by Gunderson Bros. of Portland, Oregon to support resupply sailings to ports in the Arctic while being pushed by two “*Point-Class*” tugs. The barge was converted in 1999 by Duwamish Shipyard to an ABS +A1, ice classed, double-hull oil response barge for use in the



Beaufort Sea, northeast of Deadhorse, Alaska. “*Arctic Endeavor*” was laid up in Puget Sound at the time of the sale. New owners are renaming the unit “*Tagiuk Provider*” and promptly returning her to Alaska from whence she came. Marcon has brokered over 100 sales and purchase on behalf of Crowley since our 1986 sale of their 132’ x 32’ x 12’ supply boat “*Gulf Mariner*” which had previously been employed in Cook Inlet, Alaska servicing offshore drilling platforms. Marcon has sold 3 ocean deck barges so far this year, and a total of 147 totaling 891,874dwt since 1981.



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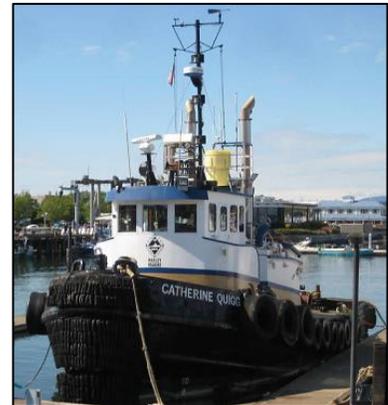
## Sale & Charter Report – 2016

Guaran Feeder S.A. of Asuncion, Paraguay has purchased the 3,000HP tug “*Tiong Woon Ocean 16*” (ex *Uni Haul Ina*) from TW (Sabah) Pte. Ltd. of Singapore. The 31.00m x 9.02m x 4.52m depth / 3.70m draft, Conan Wu design tug was originally built in 2005 by PT Nanindah Mutiara Shipyard / Labroy Shipbuilding & Eng. Pte. Ltd. in Batam, Indonesia as Hull T131 for Uni-Haul Lines / Emas Offshore. She was acquired by Tiong Woon Marine shortly thereafter. Tug is powered by twin 1,119kW CAT 3512B-DITAs developing a total of 3,000BHP at 1,600RPM, Twin Disc MG 5506 6.0:1 gears and fixed pitch props in kort nozzles. This gives the vessel a bollard pull of abt. 40 tonnes, speed of abt. 8-10kn and endurance of 22 days continuous sailing. Towing gear consists of a 100T brake electric / hydraulic double drum tow winch with a line pull of 10mt @ 10m/min and wire capacity for 600m 42mm wire. Tug was actively classed LR +100A1 Tug, +LMC with Special Survey not due until 2020. Vessel was in good condition



at the time of sale and reportedly had a good track record in Southeast Asia. The tug, now under RINA class and renamed “*GF Tacuari*”, is sailing from Singapore to Montevideo, Uruguay where in November she will join her sister-tug “*GF Humaita*” (ex-*Tiong Woon Ocean 15, Uni Haul Ruth*) purchased in 2013. Guaran Feeder S.A. was formed in 2012 to provide a feeder service dedicated to transporting containers between the ports of Paraguay and Rio de la Plata (Montevideo and/or Buenos Aires) where it connects to the major shipping lines. Marcon handled the sales and purchases of both tugs as sole broker plus previously fixed the long term charter of an ocean deck barge for Sellers.

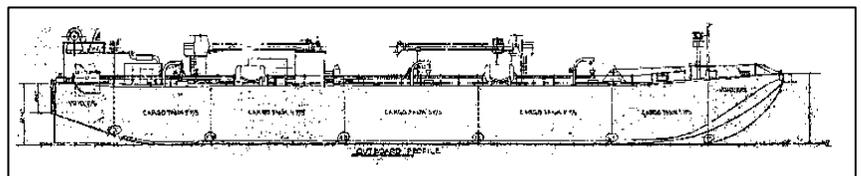
Olympic Tug & Barge of Seattle, Washington has sold their U.S. flag, harbor tug “*Catherine Quigg*” (ex-*Swanee*) to U.S. East Coast buyers to support their marine construction and dredging operations in that region. The 65.0' x 23.0' x 11.0' depth, twin screw tug was built by Jones Tug & Barge of Long Beach, California in 1977 for local service and originally powered by a pair of 455HP GM16V71s. Hull is welded steel with an aluminum two-level deck house fitted with an upper pilot station. The tug was later acquired by Olympic Tug & Barge who upgraded and repowered her with the current GM12V149s developing a total of 1,350BHP at 1,650RPM, Twin Disc MG520 5.04:1 gears and 59" x 59"



4-blade Kaplan fixed pitch props in stainless steel lined kort nozzles. ABS certified bollard pull is 18.85 short tons ahead, free running speed 10.5kn and range abt. 4,000nm.

Towing gear consists of a Tulsa hydraulic double drum side-by-side tow winch with a capacity of 2,000' of ½" tow wire plus a soft-line on the second drum, an “H” bitt and three manual tow pins. “*Catherine Quigg*” worked mostly as a day boat, packing just under 20,000g of fuel. She has a small crew cabin, galley and mess area. Electrical power is provided by a pair of 30kW GM4-71 generators. Tug is fully fendered.

A 300' x 64' x 21.8' depth, U.S. flag, tank barge built in 1970 was sold on a private and confidential basis. The 52,000bbl, single-hull, double-raked, ABS +A1, Oil Tank Barge is being converted to a deck barge. Marcon acted as sole broker.



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## Sale & Charter Report – 2016



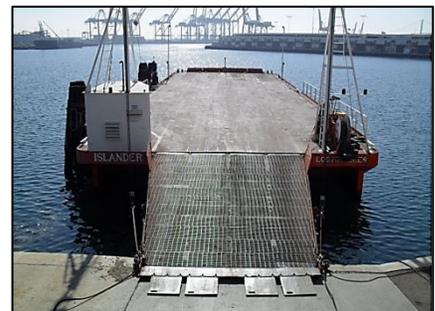
The sale of the Marpol double-hull, product tanker “*Tsemes*” (ex-*Carlis*) was recently concluded to direct Mexican buyers. Built in 2012 by Hangzhou Dongfeng Shipbuilding Co. Ltd. in China, the 3,797mt dw, tanker measures 83.4m x 13.0m x 7.45m depth / 5.65m draft and has a capacity for 3,567m<sup>3</sup> of product in ten epoxy coated, coiled & heated cargo tanks. Heating is provided by a Heatmaster 11m<sup>3</sup>/h oil-fired boiler capable of maintaining a maximum temperature of 60 deg. C. Cargo pumps are two 440m<sup>3</sup>/h fuel oil and one 100m<sup>3</sup>/h diesel Bornemann screw type with flow meters and 6” diameter fuel oil and 4” diesel Goodyear hoses. The vessel is fitted with a closed loading system, segregated ballast tanks,

radar tank gauging, high level alarms and a vapor return system. “*Tsemes*” is powered by a single Wartsila 8L20 4-stroke, 8-cylinder main engine burning HFO / MDO and developing abt. 2,100BHP at 1,000RPM which drives a Wartsila controllable pitch prop. Vessel’s maneuverability is enhanced by the rudder being capable of turning up to 65 deg. plus a 250kW Veth-jet bow thruster. The tanker was reclassified back to its original Lloyd’s Register 100A1 classification under which it was built for the sale. “*Tsemes*” will soon begin its transit to Mexico where it is committed to a long term bareboat charter starting upon arrival. Buyers intend to reflag vessel to the Panamanian registry. Buyers were represented by Marcon International, Inc. in this transaction, and London’s Vogt and Maguire Shipbroking represented the Sellers. The “*Tsemes*” name is taken from an ice free bay of the same name located along the northern coast of the Black Sea.



The U.S. flag, ABS coastal loadline, deck barge “*Islander*” was sold between U.S. West Coast interests. The 128’ x 38’ x 7’8” barge was built in 1964 at Southern Oregon Marine, carries around 532 tonnes of cargo and is fitted with a 26’ long x 12.5’ – 18’ wide aft ramp. Until recent times, “*Islander*” served as a freight barge to Santa Catalina Island off the southern Californian coast, but was deemed excess to requirements after the contract changed hands. New owner intends to convert the

barge to trade outside of deck freight service. Marcon was sole broker in both the sales transaction and arranging the delivery tow, and has handled a number of previous purchases and sales over the years for the buyer. Marcon has sold 244 deck barges, totaling over one million deadweight tons capacity, over the last thirty-five years.



The U.S. flag, inland deck barge “*Lockwood 2001*” was sold to U.S. Mid-West interests. Built in 1991 by Conrad Industries, Inc. of Morgan City, Louisiana, the single raked barge measures 200’ x 48’ x 12’ depth and has a cargo capacity of 2,350 short tons on a draft of abt. 10.5’, and a deck strength of abt. 1,800PSF. A 44’ long x 24’ wide sloped ramp is set into the stern. Marcon acted as seller’s broker in this transaction, for whom Marcon has sold numerous barges in the past.

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A U.S. flag, ocean tank barge built in 1968 was sold on a private & confidential basis for conversion to a flat deck barge. The 260.0' x 57.0' x 17.5' depth, single hull / double raked barge was classed ABS +A1, Oil Tank Barge, Unrestricted Service. Marcon acted as sole broker and represented Sellers in previous transactions. This is the second ocean tank barge totaling 58,000bbl capacity sold this year. Since 1981, Marcon has sold a total of 89 double hull tank barges totaling 6,784,987bbl and 63 inland tank barges totaling 1,030,848bbl capacity.



A 1,700HP U.S. flag tug was sold to Gulf Coast operators on a private & confidential basis. Marcon acted as sole broker in the sale and has represented both buyer and seller in previous tug transactions. This is the fourth tug, totaling 6,340HP, sold this year. To date, Marcon has sold 317 tugs with an aggregate horsepower of 985,507BHP.



Marcon International Inc. is pleased to announce the private sale of a U.S. flag; twin screw coastal / inland pusher tug between U.S. West Coast operators. She was built in 1970 by Hudson Marine in Seward, Alaska, measuring 76' loa x 23' beam x 7' depth. Vessel has capacities for 25,000g fuel, 110g lube oil, and 5,000g fresh water. Vessel was repowered with twin Cummins QSK19-M main engines producing 1,320BHP at 1,800RPM, driving twin fixed pitch propellers through ZF W2400R 5.04:1 reverse reduction gears. Boat is fitted with two 25T hydraulic Beebe winches aft with wire capacity of 950/800' of



1-1/8" wire plus two hydraulic Gearmatic bow winches and capable of pushing 4,000 ton rock and 4,500 ton chip barges plus tending dredging projects. Her elevated wheelhouse provides the operator with excellent vision. All four hydraulic winches can be operated from both the upper and lower wheelhouses. Marcon acted as sole broker and has handled a number of sales and purchases for both buyer and seller in the past.



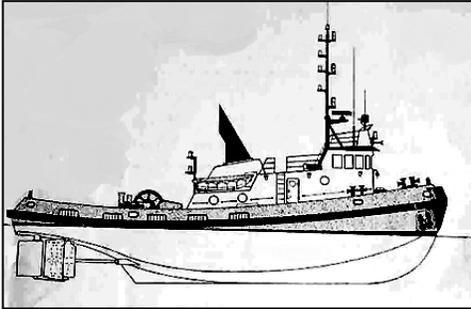
A 90' x 27' x 12' depth, U.S. flag tug built by Bollinger Machine in Lockport, Louisiana in 1966 was sold between U.S. West Coast operators on a private & confidential basis. The 1,700HP, twin screw tug is powered by a pair of CAT D398B diesels with Reintjes 5.31:1 gears and fixed pitch props giving her a bollard pull of abt. 21 tons and free running speed of abt. 12kn. Towing gear consists of an Almon Johnson single drum winch with a capacity for 1,800' of 1.75" wire. Tug has worked for many years in the Pacific Northwest

and Alaska for various operators and construction companies. Marcon acted as sole broker in the transaction and has handled a number of sales and purchases for both buyer and seller over the years. This is the third tug, adding up to a total of 4,640HP, sold so far this year.



# Marcon International, Inc.

## Sale & Charter Report – 2016



The 1,700BHP “*Benjamin Foss*” was sold by Foss Maritime Company of Seattle, Washington to private U.S. interests. The 78.0’ x 26.3’ x 11.0’ depth x 9.7’ draft, tug was built in 1980 by Main Iron Works of Houma, Louisiana as Hull 352 - the first in a series of seven “*Super D*” class, advanced, medium size tugs contracted in 1979. The low-profile tugs were built for PacTow, a Dillingham Maritime Company, and Foss Maritime, also a subsidiary of Dillingham in the 1980s, as a larger, enhanced version of the popular 1,200HP, 66’ “*D*” class boats built in the mid-1960s. After delivery from the shipyard, “*Benjamin Foss*” remained in the U.S. Gulf for six months working for Foss’ new Gulf

Coast service until returning to the Pacific Northwest with a new 30,000bbl bunker barge. The tug has since worked in the Pacific Northwest, Alaska and on the Columbia River performing ship assists and as a line-haul tug. “*Benjamin Foss*” is powered by twin CAT D398s developing a total of 1,700BHP at 1,225RPM, with CAT 7261 4.65:1 gears, 76” x 76” fixed pitch props in kort nozzles and flanking rudders. This gives her a bollard pull of abt. 26.4 short tons. Towing gear consists of an Intercon SD-150 single drum winch with a capacity of 2,000’ of 1.5” wire and a Foss Mk.2 bow winch with 150’ of 1.125” wire.



Another former “*Super-D*” tug, the “*Pacific Patriot*” (ex-*Pacific King*) was sold from other sellers by Marcon in 2014. Marcon acted as the sole broker in the “*Benjamin Foss*” sale, which is the fifth Foss tug sale or charter brokered through Marcon in addition to various barges and other equipment. “*Benjamin Foss*” is the 315<sup>th</sup> tug (totaling 982,107HP) sold or chartered by Marcon over the last 35 years. Marcon is hoping to break one million horsepower in tugs brokered for sale or charter by the end of 2016 – and while we are at it break the 1,400<sup>th</sup> vessel or barge sold or chartered by the middle of this year.



The Indonesian flagged, twin screw utility tug “*ES Taurus*” has been sold to private interests for further trading outside Southeast Asia. The 87.0’ x 26.2’ x 11.4’ depth x 10.5’ draft tug was built in 1997 by Dalian Shipyard Co. Ltd. in China and powered by twin Yanmar 6LAHM-STE3 engines creating 1,240BHP at 1,900RPM. The back deck comes equipped with a 15 ton SWL tow hook, 5 ton Tadano crane and stern roller. The vessel was formerly classed with both BKI and NKK. Accommodations are provided for six crew total. This is the second recent transaction between the two parties, and again Marcon acted as sole broker.



Marcon International, Inc. is pleased to announce the private sale of a 1980 built U.S.-flag single-hull 23,000 barrel capacity, ABS classed ocean tank barge on private terms. Marcon acted as sole broker in the transaction and has several handled previous sales and purchases on behalf of both parties.

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A 1,518mtdw, ice strengthened, break-bulk reefer ship operating in the Alaskan fisheries trade was sold for breaking up. The 220.0' x 34.1' x 19.8' depth ship was originally built in 1966 by Husumer Schiffswerft in Germany, and completely rebuilt and repowered in 1995 when converted from general cargo to a coastwise unrestricted, fisheries registry. Vessel was powered by a single CAT 3412B developing 1,500HP and fitted with a Schottel 125kW hydraulic bow thruster. Ship's power was provided by 300kW / CAT



3406TA, 190kW /

CAT 3306 and

54kW / Perkins

diesels. Vessel had 60,000ft<sup>3</sup> of cargo space in two holds with coiled ammonia refrigeration and two Mycom N60WA reefer compressors. Ship's gear consists of a traditional 3 ton yard and stay rig which is reliable and many times with the right hands faster in most applications than hydraulic cranes. Vessel was fully operational at the time of sale. On completion of her last commercial voyage, she was delivered to ship breakers under her own power. Marcon acted as sole broker.



In 2015, Marcon booked 30 sales and charters. Looking back over the past 35 years, we have averaged over 40 sales/charters per year.

Since our first sale, Marcon has brokered a total of 1,410 vessels and barges sold or chartered. A full list is available on request.

