

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

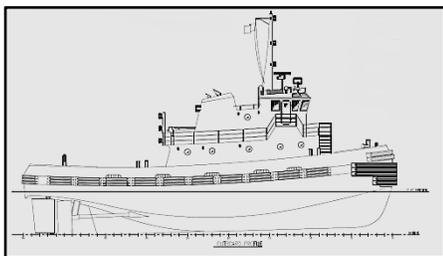
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31 December 2018

2018 Sales and Charters

Marcon International is pleased to report 39 sales and two long-distance tows fixed this year. Several additional sales are pending. A 5,000HP ASD tug has been extended on a previously arranged long-term charter.

A 4,400BHP, U.S. flag, ASD tug was sold on a private & confidential basis. The 1990s built tug is powered by two CAT 3516Bs developing a bollard pull of abt. 59ST. Marcon acted as sole broker and has handled numerous previous purchases for the buyer.



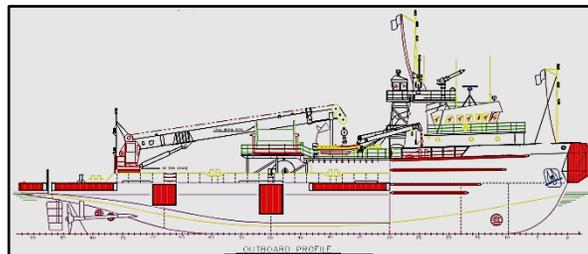
Marcon International, Inc. is pleased to announce the sale of the 2,000BHP, U.S. flag, twin screw, line-haul tug "Mount Bona" (ex-Crosby Resolve) to private interests from a major operator for whom Marcon has completed multiple sales over the past years. The ABS Loadline certified tug was designed by Entech & Associates and built in 1998 by R&S Fabrication of Larose, Louisiana as the "Thad A" (Hull 030) - ordered and delivered at a time when very few twin screw, conventional tugs were being built in the U.S. After working for several different operators in the U.S. Gulf region, the tug was extensively upgraded, ending up in the Pacific

Northwest where was placed into service towing in Puget Sound. The 90' x 32' x 13.5' depth tug has a loaded draft of 12.5', and is powered by twin CAT3508B's driving 87" x 91" fixed pitch propellers in kort nozzles through Reintjes WAF 571 7.09:1 gears. Tankage is provided for 53,000g fuel, 1,350g lube oil and 10,000g fresh water. Towing gear consists of an 80 ton line-pull, CAT 3304 powered Markey TDS24 side-by-side winch with a level wind and capacity for 2,200' and 1,800' 1.75" diameter wires, hydraulic towing pin station and stern roller. Ship's power is a pair of 50kW / CAT 3304B gensets. Accommodations are provided for a crew of 7 persons in 4 cabins. Marcon acted as sole broker. This is the 19th tug Marcon has sold in 2018. Several additional sales are still pending which we hope to report before the New Year.



NuStar Terminals NV of St. Eustatius has sold their dive support / maintenance / SPM buoy tender Vanuatu flag "Statia Responder" to local Caribbean buyers for future trading. The vessel was originally built for Tidewater, Inc. in 1976 as the anchor handling tug supplier "Croyle Tide" by Halter Marine, Inc. of Moss Point, Mississippi and sold to G&B Marine Tugs in 1994 when she was named "Megan D. Gambarella". Miami-based Statia Terminals purchased the vessel in December of that year. Statia Terminals contracted Quality Shipyard of Houma, Louisiana to completely rebuild and converted the soon to be renamed "Statia Responder" to a multi-purpose service vessel to operate in the Caribbean supporting their Statia Terminal St.

Eustatius bunker facility. Over the next year, the shipyard removed the bulk mud tanks and added two 2.28m mid-body, side sponsons; a four point mooring system; hydraulic power packs; a Nautilus 53 ton deck crane; two skimmers and assorted reels of offshore and harbor boom, storage bladders, dispersant plus two Magnum skimmers. After completion, the vessel measured 59.1m x 16.8m beam x 5.2m depth. "Statia Responder" is powered by a pair of 2,115kW, turbo-charged EMD 16-645-E7s developing a total of 5,750BHP at 900RPM to 120" diameter, open wheel, fixed pitch props providing a bollard pull of 61 tonnes and free running speed of abt. 15kn on 18.3mt/d. A 300HP bow thruster



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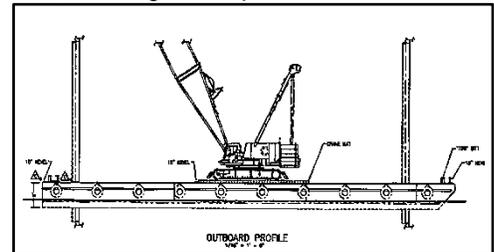
and two stern thrusters are provided to enhance the vessel's maneuverability. Towing gear consists of a Smatco 137mt line pull double drum tow winch, stern roller and tow hook. "Statia Responder" is fitted with two 6,000gpm remote Skum "MK" water / foam monitors and an independently powered 10,500gpm fire pump. Diving gear included mixed gas for a five-man dive team up to 300 feet water depth, a double lock decompression chamber, wet bell, below water welding machine and a wet bell.

Accommodations are provided for a total of 21 persons. "Statia Responder" is classed DnV +1A1 Supply Vessel through 31 March 2020, but in laid status at the time of sale. NuStar also sold their 680HP, twin screw, line-handling tug / mooring launch "Edward I. Pancake" to the same buyers. The 45.0' x 18.0' x 8.0' depth / 6.0' loaded draft tug was built in 1995 by Main Iron Works of Houma, Louisiana. The Netherlands Antilles registered tug is powered by twin GM 12V71s with Twin Disc MG514 5.17:1 gears and 54" x 48" fixed pitch props and is set up to operate as a day-boat only. Marcon acted as sole broker in both sales.



Two U.S. flag, 150' x 60' x 8.0' depth inland, spud barges have been sold and delivered to Canadian buyers. Both are single rake, 325dwt flat deck barges built in 2013, with square sterns, 1/2" plate deck and head / stern logs, 3/8" plate sides & bottoms, and 3/4" x 6" flat bar fendering. The barges have three transverse and two longitudinal bulkheads providing 10 fully coated, watertight compartments accessed through quick release, flush manholes. Uniform deck strength was calculated at 1,500lbs/ft2. Each barge is fitted with two internal spud wells, 80' long steel spuds,

and a 30' wooden crane mat constructed of 12" x 12" timber. A 275 ton lift capacity Manitowoc 999 crawler crane with a 220 ton block was also included. The barges were in good condition at the time of sale. Marcon acted as sole broker, assisted in arranging deliveries, and has handled a number of previous transactions for the sellers.



The 681mtdw, small single deck coaster "Ocean Lady" (ex-Princess Easwary, Daiei Maru No. 18) was sold by private Canadian owners to Latin American interests to haul containers. The 56.5m overall length / 52.0m lbp x 9.5m beam x 5.6m depth / 3.2m draft, double hull / double bottom, general cargo ship was built in 1990 by K.K. Yoshida Zosen Kogyo in Wakayama, Japan and traded under Japanese registry until 2007. Cargo capacity is abt. 1,165m3 grain / 1,163m3 bale / 45TEU stacked three high in a single dry cargo hold forward with a rolling hatch cover. A 35T Kato hydraulic deck crane is fitted for handling cargo. "Ocean Lady" is powered by a single Niigata 6M26AGTE

developing 850HP at 350RPM with a fixed pitch prop, developing a service speed of about 11kn. Ship's power is provided by an 80kW and a 30kW generator. Tankage consists of 30.5m3 fuel, 15.70m3 potable water and 38.96mt ballast. The vessel was designed to operate with a four man crew, two per watch and is fitted with four single and three 2-person cabins. Marcon acted as sole broker in the sale. Although specializing more in brokerage for the workboat and towing industries, this is the sixth general cargo vessel / container ship totaling over 37,000dwt sold by Marcon.



Two additional U.S. flag, conventional twin screw tugs totaling 8,550BHP have been sold on a private and confidential basis. Marcon acted as sole broker in the transactions.

Two 310', newbuilding, diesel electric, DP-2 OSVs have been delivered to private owners. Marcon International acted as sole and exclusive broker in the shipyard selection process.

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Two U.S. flag, 4,300BHP AT/B tugs were sold, bringing our total this year to 15 tugs sold and two fixed on long distance tows. Total tug horsepower brokered by Marcon in 2018 is 61,560BHP, with 1,085,057BHP handled over the last 37 years. Both tugs were classic McDermott 126 footers. The first tug was built in 1974 and converted to an articulated pusher tug in 2006 with a JAK coupling system and raised pilothouse with about 24' height of eye and air draft of about 74-75'. The 126.0' x 34.0' x 16.5' depth tug is powered by twin EMD 12-645E5 Tier II turbo-charged diesels with Falk gears and fixed pitch props in kort nozzles, developing a bollard pull of

50.8 metric tons. The Markey tow winches on both were removed during conversion, leaving only a 40HP electric capstan aft. This tug (photo right) was my first introduction to McDermott built boats forty years ago when I sailed as mate on board on a short delivery run across the Irish Sea from Cork to Falmouth for Gulf Mississippi (pre-Zapata days). I remember falling in love with the design the first time I walked her decks. The second tug was a close sister-tug built in 1973 with the same engine package, but open wheels vs. fitted with kort nozzles giving her a slightly lower bollard pull of 43.0 metric tons. Both had similar tankage with capacities for 100,000g fuel, 4,200g potable water and 6,000g lube oil; and were previously married to 100,000bbl double hull tank barges. The tugs are classed ABS +A1 Towing Service, +AMS, Unrestricted Service and were laid up in active class at the time of sale. Intended future trade will be with non-petroleum cargoes. Marcon was sole broker in the sale and handled countless purchases and sales for both over the years.



TradeWinds Towing of New Orleans towed the 190.0' x 58.0' x 7.0', 1985 built, steel drydock "Gulf Trans" from Larose, Louisiana to Cristobal, Panama with their tug "Rachel" on behalf of Central American Lines / Port and Service SA of Panama. After purchasing the drydock, owners spent several months preparing the unit for tow including installing a new 7' full width bow rake with internal framing. The 110.0' x



31.0' x 17.2' depth, U.S. flag, raised foc'stle bow, tug "Rachel" (ex- Challenger, Kinsman Challenger, Edie Stephens, Esther St. Philip, Offshore Endeavor, Equator) was built by Allied Shipyard in Larose, Louisiana. The ABS +A1 Towing, +AMS Unrestricted Service, tug was repowered in 2014 by a twin CAT 3516B diesels developing 3,800BHP with Reintjes 6.8:1 gears and 93" x 80" 4-blade fixed stainless steel props in kort nozzles. Tug endurance is about 32 days towing and bollard pull 44.59 tons. Towing gear consists of an Intercon DD200 double drum winch, bow capstan and a full complement of towing hawsers, shackles, wire bridles and portable running lights. Marcon acted as sole broker in fixing the 1,412nm tow



and handled a number of purchases & long distance tows for tug owners and a half dozen plus purchases and sales for charterers over the years.



As part of their fleet renewal program, the 240' x 60' x 15' depth / 11.8' draft "Barge 240-1" was sold by Crowley Marine Services of Seattle, Washington to private Canadian interests in British Columbia. The U.S. flagged, 4,300 short ton deadweight, flat deck barge was built as one of four sisters in 1981 by FMC Corp. / Gunderson Marine of Portland, Oregon to transport general cargo, containers, drill rigs & pressure vessels, as well as modular units and other types of

specialized cargoes. The barge had 27' long bow & stern rakes with twin towing skegs aft, a breakwater forward plus a new concrete wear deck. One longitudinal and five transverse bulkheads formed 12 watertight compartments. The barge was classed ABS A1, Barge, Unrestricted Service and laid up in active class at the time of the sale. Marcon International acted as sole broker. Over the last 37 years, Marcon has sold 232 inland and ocean deck barges totaling about 1,070,000dwt capacity.



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The 5,750BHP AHTS "Endurance" (ex-Freedom Service) and small twin screw sister tugs "Roger G" and "Gus E" have joined Paradigm Marine LLCs existing Alaska fleet of oil spill response vessels, spill response barge, coastal tug and deck barges after purchase of the vessels from Crowley Maritime. The 207.0' x 40.0' x 16.8' former anchor handling tug supply vessel was built as one of four sister-vessels for Zapata Gulf Marine Corp. in 1978 by Campbell Industries of San Diego, California – well noted for their construction of large high seas, tuna super-seiners. Crowley operated the ABS +A1 Towing classed

vessel for the last eighteen years as an oil spill response / escort vessel. The 920mtdw is fitted with a Smatco double drum tow winch. "Endurance" is powered by twin EMD 16-645E7A diesels developing a total of 5,750HP at 900RPM with controllable pitch props in kort nozzles. Bollard pull is abt. 82mt. "Roger G" and "Gus E" are steel hull sister tugs with aluminum pilot houses built in 2000 by Rozema Boat



Works; Mt. Vernon,

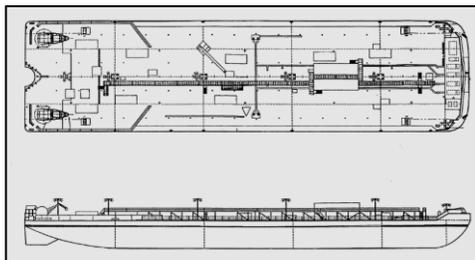
Washington for Crowley to work as line-handling and barge assist tugs in Alaska. The tugs each measure 44' x 16' x 8.7' and are powered by a pair of CAT 3306B main engines producing about 500BHP per boat, Twin Disc 5091 gears and fixed pitch props. Marcon has sold a number of vessels and barges over the years to Paradigm Marine. This is the third OSV and 13th and 14th tugs sold by Marcon this year and the 79th AHTS sold totaling 374,038BHP sold in the last 37 years.



Marcon International, Inc. is pleased to report the sale of five 400.0' x 99.5' x 25.0' depth / 19.8' loaded draft ocean deck / tank barges from Crowley Maritime Corp. of Seattle, Washington to several private U.S. West Coast buyers. The 16,200ldw, U.S. flag, double rake barges are classed ABS +A1 Oil Tank Barges valid through 2020 – 2021 and have a capacity of abt. 149,000bbl liquid in 20 tanks. Two units, "Barge 450-6" and "Barge 450-7" were built in 1981 by FMC Corp. of Portland, Oregon and "Barge 450-1", "Barge 450-3" and "Barge 450-8" were built by Bethlehem Steel Corp. in San Francisco, California in 1975, 1976 and 1981 respectively. The five barges were purchased by several new owners for further trading in non-petroleum service. Over the years, Crowley's 450 series petroleum barges have carried gasoline, diesel, jet fuel, chemicals and crude oil at virtually all ports from the North Slope of Alaska to the Caribbean, including the



U.S. West, Gulf and East Coasts until replaced by new OPA'90 double hull AT/B barges ranging from 20,000 to 45,800dwt. Marcon acted as sole broker in the transactions. Since the sale of their oil rig supply boat "Gulf Mariner" in 1986, Marcon has handled well over 100 sales, charters and purchases of various vessels and barges on behalf of Crowley including the previous sales of the "450-2", "450-4" and "450-12" which the first two sold to Nigeria for lightering service and the third to Sweden. Marcon has sold 162 ocean and inland tank barges totaling 9,016,735bbl (abt. 1,288,105dwt) capacity over the last 37 years.



The 160' x 40' x 9.5' depth, ABS ocean flat deck / spud barge "Barge 220" built in 1965 by Kaiser Steel Corp. was sold to California buyers for further trading. The double raked barge built with 1/2" deck and 3/4" side shell plate had a capacity of abt. 1,100 tons of cargo on a 7.1' draft. Included in the sale were two 30" diameter x 65' long spuds. Marcon acted as sole broker in the sale and has handled previous sales and purchases for both the Seller and Buyer.



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Yet another tug sold has been sold by Marcon this year with the delivery of a 117' x 34' x 17' depth with a 16' loaded draft conventional twin screw tug on private terms. The 1982 built, raised foc'stle bow tug is powered by twin EMD 16-645E2s totaling 3,900BHP at 900RPM with Reintjes 5:1 gears and 117' x 94" fixed pitch props on 11" shafts. Towing gear consists of a Markey TDSD32 double drum winch with a wire capacity of 1,800' 2" wire. Tug is classed ABS +A1 Towing Service, +AMS Towing through July 2019 and original built to Ice Class C standards. Tankage includes 120,000g fuel,

3,500g lube oil, 11,000g potable water and 8,500g ballast. This is the second time Marcon International has sold this tug as sole broker in the last 25 years.



Three additional U.S. flag, twin screw, conventional ocean tugs totaling 9,900BHP were sold on a private and confidential basis to domestic U.S. buyers for further trading out of competition. Marcon International acted as sole broker in all three of the sales and has handled numerous previous sales and purchases for the Sellers in the past.

The 236.8' x 60.1' x 14.4' inland deck barge "Jessica" (ex-ITB 230) was sold by Salmon Bay Barge Line, Inc. of Seattle, Washington to Pacific Pile & Marine also of Seattle. The double rake, U.S. flag barge was built in 1965 by Gunderson of Portland, Oregon and has a clear deck of abt. 10,000ft², 7' high bin walls, a 4" concrete wear deck and internal double bottom tanks. Marcon acted as sole broker.



Seven U.S. flag, conventional, twin screw ocean tugs totaling 28,750BHP have been sold on a private & confidential basis to domestic U.S. buyers for further trading during the first quarter of 2018. Marcon acted as sole broker in all seven of the sales, and has handled numerous sales, purchases and charters in the past for all of the parties involved. Over the past 37 years Marcon has brokered 334 U.S. and foreign tug sales and charters totaling over one million brake horsepower.



A 41.8m x 10.0m x 4.2m depth, 2007 built, anchor handling tug / utility vessel was sold on a private & confidential basis to direct buyers who plan to operate the vessel outside of the traditional offshore service industry. The ABS +A1 (E) Towing Offshore Support Vessel is powered by twin 1,324kW Yanmar 8N21A-3N diesels developing a total of 3,575BHP at 900RPM and fixed pitch props in kort nozzles. The ABS certified bollard pull is abt. 45 tonnes and free running speed abt. 9kn economic / 12kn max.

Maneuverability is enhanced by a 250kW bow thruster. Towing gear consists of 100T brake double drum winch, two 5 tonne tuggers, one 5 tonne capstan, 100 tonne SWL hydraulic tow pins and 100 tonne SWL shark jaws. Vessel was fully in class and trading at time of sale. Marcon represented the buyers, for whom we have handled several previous purchases.



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After completion of a long-term contract, Marcon International, Inc. sold a 28,580mtdw double hull ocean tank barge to private interests in South America. The 502' x 84' x 42' depth x 8.5' light / 35.6' loaded draft black oil barge was originally built in 1980 by General Dynamics Corp. at a cost of US\$19.7 million as a single hull barge and extensively rebuilt and converted to double hull in 2000 to meet U.S. OPA'90 regulations. The ABS +A1, Oil Tank Barge has a capacity of abt. 188,000bbl cargo at 90% in 18 coiled and heated cargo tanks and 6,800LT segregated ballast in nine epoxy coated tanks. Barge is fitted with two 12 million BTU Volcanic Hopkins heaters, 1,000HP bow thruster and a 86' deep notch. Marcon acted as sole broker in both the sale and the 2,780nm tow from the Gulf Coast using the 5,750BHP, 126' x 36', Vanuatu flag, Main Iron Works built tug "Isabelle" (ex-Jabbar), owned and operated by TradeWinds Towing LLC of New Orleans to whom Marcon brokered the vessel in 2013. Marcon has handled numerous previous sales and purchases for both buyer and seller. Over the past 37 years Marcon has sold 157 tank barges totaling 8,271,735bbl capacity (abt. 1.18 million long tons deadweight).



Tres Marine Corporation of Larose, Louisiana sold their 2000-built mini-supplier "Peggy Jean" (ex-Mary R. Martin) to U.S. East Coast buyers by Hope Services Inc. of Dulac, Louisiana, the vessel measures 145' x 34' x 12', is powered by twin Cummins



KTA38-M0s developing a total of 1,700BHP at 1,800RPM and fitted with a 300HP 36" Thrustmaster bow thruster. She is capable of carrying 350 long ton cargo on a 80' x 32' clear deck aft and has tankage for 115,000g potable water, 90,000g fuel and 700g lube oil. Accommodations include 18 berths in six cabins.

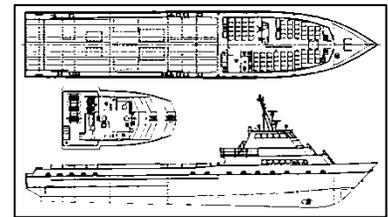


"Peggy Jean" is U.S. Coast Guard licensed and approved for 16 passengers and four crew, EEP Certified for 100 persons and has an ABS International Loadline. Marcon International and KMG Consulting acted as joint brokers.

Marcon International, Inc. is pleased to announce the sale of a U.S. flag 155' Fast Crew/Supply Vessel to private buyers. The vessel, measuring 155' loa x 151' lbp x 27' beam x 12.3' depth, was built in 2004 by Gulf Craft Inc. of



Patterson, Louisiana. She is classed ABS + A1, HSC Crewboat + AMS and USCG certified under Subchapter T. Capacity is 193mt deadweight including deck cargo of 153mt on 1,764ft2 clear deck. Vessel is powered by four Cummins



KTA38M2s developing a total of 5,400BHP at 1,950RPM driving 4 - 44" x 48" fixed pitch propellers providing a speed of 22-27 knots. Vessel has quarters for 8 in 5 cabins and passenger seating for 80. Marcon acted as sole broker in the transaction.

To date this year, Marcon International, Inc. has brokered 41 vessel and barge sales and tows / charters worldwide compared to 16 sales and tows / charters in 2017. Several additional sales are pending which we hope to be able to announce in the next day or two.

Several additional tug and barge sales are pending which we hope we can close before the end of this year.

Looking back over the past 37 years, we have averaged 41 sales/charters per year. Since our first sale, Marcon has brokered a total of 1,467 vessels and barges sold or chartered and we are looking forward to breaking the 1,500 mark in 2019. A full list is available on request.



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