

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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Marcon OSV Sales & Charters

Since Marcon's first sale in 1983, we have sold or chartered a total of 1,601 vessels and barges including 178 supply boats & AHTS, 20 utility boats, 114 crew/pilot boats, 19 seismic boats, 35 research/survey vessels, 9 dive support vessels and one drill ship.

2024

In December, Marcon closed on the private and confidential sales of a platform supply vessel and a pollution control vessel.

In November, Marcon began the charter of an anchor handling supply vessel between private parties on confidential terms.

In August, Marcon assisted in the sales of a 125' buoy tender and a 50' pilot boat among private and confidential parties.

During April, Marcon closed on a sale of a private and confidential sale of a 185' 3,900BHP anchor handling supply vessel.

In March, Marcon completed the delivery arrangements of an anchor handling tug supply vessel sold in a prior year.

In January, Marcon closed one private and confidential sale of a 220', 1,440mt dwt platform supply vessel.

2023

Besides the below noted sale of the PSV *"Titan"*, Marcon has sold on a private and confidential basis six additional offshore support vessels in 2023.



In February, Marcon closed on the sale of the 145' LOA x 30' beam x 10.5' depth supply vessel *"Titan"*. She was sold on a private and confidential basis between Caribbean clients. The vessel was originally built in 1981 by Moss Point Marine in Mississippi, lengthened 30' in 1994, repowered in the 2000s with Cummins KTA-19 M3 main engines and subsequently refurbished/rebuilt in 2021. Marcon acted as sole broker in the transaction.

2022

In December, Marcon completed a private and confidential sale of a 5,000BHP anchor handling tug supply vessel.

In October, Marcon closed on a private and confidential short-term charter of a crew boat and on a private and confidential sale of a platform supply vessel.

In June, Marcon closed on the private and confidential sale of an offshore support vessel.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Marcon International, Inc. is pleased to announce the sale of the anchor-handling tug supply (AHTS) vessel "Nunui" (ex: *Savannah*, *Cape Lookout*, Hull 535). She was built in 1978 at Halter Marine, Moss Point, MS as one of several sisters of this popular class. The vessel measures 185.0' loa x 166.2' lbp x 40.0' beam x 13.5' depth x 6.50' light draft x 12.00' loaded draft. She'll remain under U.S. flag and operates with an ABS loadline and USCG certificate of inspection (COI). She's fitted with a Smatco 66 DAW double-drum waterfall winch and is capable of carrying 550LT of deck cargo on 120' x 32' clear deck. Main Engines are 2 x EMD 16-645CE2 generating 3,900BHP at 900RPM driving two 90" x 65" 4-blade stainless steel fixed pitch propellers on 9"x 24.5' shafts through Falk 3:1 gears. "Nunui" has been repositioned to Alaska to work in new owner's fleet. Marcon acted as sole broker in this transaction.



Marcon International is pleased to announce the sale of the "SMS Jol", a fast supply utility vessel, from Singapore owners to West African buyers. The vessel was built at SAM Aluminum Engineering Pte in Singapore in 2006; it measures 132ft LOA x 25ft beam x 11ft depth x 4ft loaded draft. The vessel is powered by three CAT C32 main engines putting out 4,200BHP at 2,300RPM and driving three five-blade fixed pitch propellers. In its current configuration, the "SMS Jol" is capable of

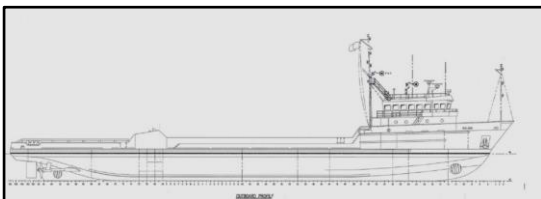
loading 49 passengers and carrying 130mt of deck cargo on its 128m2 clear deck. The vessel can reach speeds of 17-21 knots. Classed with ABS, the transaction required the renewal of its Class certification. The vessel will now sail from the Caribbean to West Africa to begin new operations. Marcon was the sole broker in the transaction.

2020

The sale of the 254' x 44' x 16' U.S. flag, platform supply vessel "Elsa Leigh", has broken the 1,500 mark for the number of vessel & barges sold or chartered over the last 39 years. This was the second time during its life that Marcon has sold this vessel. "Elsa Leigh" was originally built in 1983 by Moss Point Marine, Escatawpa, Mississippi as the "Nicor Clipper" for Nicor Marine, Inc. of New Orleans, Louisiana to expand their 37 vessel OSV fleet. At that time, according to then Moss Point Marine president John Dane III, its astounding 254' in length was believed to be the largest offshore

workboat vessel ever built in the United States. In addition to her below deck

supply vessel mud storage capabilities, the vessel had unique above deck characteristics too - primarily in the form of a special stern ramp constructed by the Moss Point Marine work crews allowing cargo containers to roll on and off her 170' x 35' clear deck for carrying freight. The tug/supply/container deck vessel actually began life as a more conventionally sized 214- foot vessel. After construction began though, Nicor requested that modifications be made to extend the deck area an extra 40 feet. In 1989, Nicor Marine was bought out by Seacor, the vessel renamed "Seacor Clipper" and put for a time on a Military Sealift Command contract out of Florida. The '90s and early 2000s were an up and down time for offshore supply boats in the U.S.



Gulf, as evidenced by our Spring 1992 newsletter leading off with "Operators of offshore support vessels are in a tough market" and a 2002 newsletter articles titled "The U.S. Gulf Market: When Will It Turn Around", so it is no surprise that Marcon was asked to start marketing the vessel far and wide, not only to the "oil patch", but to container vessel operators and even South African diamond miners. In January 2002, "Seacor Clipper" was laid up in Louisiana

and sold by Marcon eight months later to Aries Marine Corp. of Louisiana. She was renamed "Elsa Leigh" after one of the Owner's daughters who was 4 years old at the time. By 2002, this was the fourth vessel Marcon had sold to Aries Marine and the fifth vessel sold from Seacor.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Coastal Crewboats of Rockport, Texas has sold their 42.0' x 12.0' x 4.9' depth, aluminum, "vee" hull crewboat "*Janie*" to South American interests. The 14 passenger boat was built by Lafco of Lafayette, Louisiana in 1981 and powered by twin 230HP GM6-71s with Twin Disc gears giving the vessel a speed of 20kn. Vessel is capable of carrying 650lbs cargo on a 14' x 9' clear deck aft. Marcon acted as sole broker in the transaction. This is the second vessel was sold to the buyers over the last six months.



2019



The 223.0' oceanographic research vessel "*Kaimikai-O-Kanaloa*", has been sold by the University of Hawaii to private foreign buyers. The vessel originally started out as the highly sophisticated 185' x 38.0' x 16.0' depth, SCR Diesel Electric powered geophysical research / seismic vessel "*Western Strait*" built by Mangone Shipbuilding Co. of Houston, Texas in 1979 as Hull 126. At that time, "*Western Strait*" joined Western Geophysical Company's fleet of some 30 vessels engaged in offshore research throughout the world. The SCR Diesel Electric propulsion system supplied power from two GM16V149TI diesels, each driving a 1,100kW

Kato AC generator to two Westinghouse 1,000HP DC motors. The ship had a range of abt. 11,500 nautical miles and working endurance of 38 days. Quarters were provided for 39 geophysical personnel and crew. Her first assignment was in South American waters and she operated worldwide under the Panamanian registry until the time of the last big industry down-turn in mid-1980s when she was laid up.

University of Hawaii purchased the vessel in 1988 – 89 and in 1991 – 93, the ship was lengthened from her original length to 220' by installation of a mid-body section at Bender Shipyard in Mobile, Alabama. At this time she was converted to a multi-purpose oceanographic research vessel and primary mother ship for two dedicated deep-diving Pisces manned submersibles operated by the University of Hawaii (not included in sale). "*Western Strait*" was renamed "*Kaimikai-O-Kanaloa*" and promptly became commonly known as the "*KOK*". The ship was classed with the American Bureau of Shipping and reflagged to U.S. registry. Over 1,050ft² of space was provided in four separate laboratories and over 3,000ft² of exterior working space was available on the aft main deck, aft 01 deck and hanger. A 4m x 4m



moon pool with a remotely operated 9ft² platform and support cabling allowed for simultaneous trans-hull deployment of up to four separate acoustic transceivers. Endurance was increased to 50 days (food / stores / fresh water) and with her 98,000g fuel capacity her range increased to 15,000nm. "*KOK*" operated out of Honolulu, Hawaii throughout the Pacific for the past two decades with 14 crew and 17 scientific personnel plus two University of Hawaii technicians. University of Hawaii (UH) Marine Operations are coordinated by the UH School of Ocean and Earth Science and Technology's (SOEST) UH Marine Center at Pier 35 in Honolulu Harbor. Many of the research cruises and marine operations are done in collaboration with other specialized research groups and

programs at UH. Marcon International, Inc. acted as sole broker in both the sale and arranging the 2,000nm tow to the buyers. Over the past 38 years Marcon has brokered the sale or charter of 38 research / survey and 19 seismic vessels.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report



A 16.7m x 4.8m x 2.2 aluminum hull crewboat has been sold from South American sellers to West Coast South American buyers. The 2009 built vessel was built by Chesapeake Yachts of Virginia. She is powered by a pair of 600HP Cummins QSM11 diesels with ZF 360A 2.25:1 gears and two three-blade, 32" x 36" fixed pitch props on 3" shafts, which gives her a maximum speed of abt. 20kn. Ship's power is provided by a single 25kW Northern Lights diesel generator. The 18.2mtdw

crewboat has air conditioned seating for 20 passengers plus crew and can carry about 7.8 tons cargo on her 30m² clear deck aft. Tankage consists of 2,000g fuel and 250g potable water. Marcon previously handled the sale of this vessel from the shipyard to the present sellers ten years ago. This is the second vessel we have sold to the buyers. Marcon acted as sole broker in both sales of this boat. Marcon has sold 109 crewboats over the last 38 years.



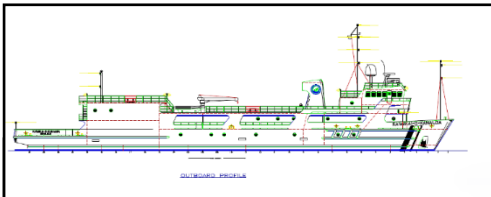
Marcon is pleased to announce the sale of the mini offshore supply vessel "*Genesis I*" (ex-*Enterprise I*, *Gulfterra 1*, *James A. Mears*, *Force Five*, *Phyllis Briley*) from U.S. Gulf Coast owners to Caribbean buyers. The 156.0' x 38.0' x 12.5' depth OSV was built by Halter Marine, Inc. as Hull 892, and shortly after delivery started operating out of Sabine, Texas as the "*Force Five*". The 1,200dwt vessel is a typical small supply boat with about 110' x 30' clear deck aft and Gulf-style stacks. "*Genesis I*" was later repowered from her original GM16V149NAs to twin CAT 3412 diesels with Twin Disc RM2135 5.17:1 gears and fixed pitch four-blade props and maneuverability enhanced by a 280HP / GM8V71 bow thruster. Ship's electrical power is provided by two 75kW / GM6-71 240/480vAC 3Ph 60Hz generators. The vessel has air conditioned accommodations for a total of 14 crew and passengers. "*Genesis I*" will be converted by her new owners to non-oil field trade. Marcon represented the buyers, for whom we have handled several previous purchases, and assisted in the transaction by KMG Consulting of Louisiana. This was the 182nd offshore supply / utility boat sold or chartered by Marcon since we sold the 136' x 36' "*Low Tide*" from Tidewater Marine to Honeywell Marine Systems in 1983.



2018

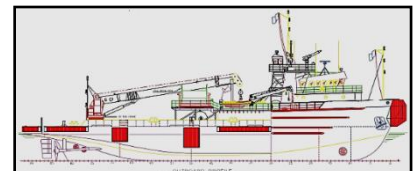
A 41.8m x 10.0m x 4.2m depth, 2007 built, anchor handling tug / utility vessel was sold on a private & confidential basis. The ABS +A1 (E) Towing Offshore Support Vessel is powered by twin 1,324kW Yanmar 8N21A-3N diesels developing a total of 3,575BHP at 900RPM, and fixed pitch props in kort nozzles. 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 at time of sale. Marcon represented buyers, for whom we have handled previous purchases.



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



Marcon International, Inc.

Offshore Petroleum Industry Sales Report

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 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.



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.



Tres Marine Corporation of Larose, Louisiana sold their 2000-built mini-supplier "*Peggy Jean*" (ex-Mary R. Martin) to U.S. East Coast buyers. Built at 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 on the transaction.



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. This provides a speed of about 22-27 knots. The vessel has quarters for 8 in 5 cabins and passengers seating for 80. Marcon acted as sole broker in the transaction.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

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.

2017

Marcon International, Inc. is pleased to announce the private & confidential sale of a 166' U.S. flag offshore supply vessel between domestic buyer and seller. The 166' x 38' x 13' vessel was built in 1980 at Halter Marine, located in Moss Point, Mississippi. She is powered by two GM 16V149TI developing a total of 2,240 brake horsepower. Marcon acted a sole broker in the transaction.



54m offshore supply vessel sold on a private & confidential basis.



Brown Water Marine Services, Inc. of Rockport, Texas has sold their two U.S. flag, 42' x 14' x 6' depth aluminum crewboats "*Brown Bayou*" (ex *Bluefin*) and "*Brown River*" (ex *Amberjack*) to Caribbean buyers on private terms. The boats were built in 1971 and 1972 by Gulf Craft, LLC of Patterson, Louisiana and certified to carry 15 passengers. Both boats were powered by twin GM6-71 diesels developing a total of 330BHP. Marcon International, Inc. acted as sole broker in the sale.

2015

Marcon International, Inc. sold the U.S. flag crew boat "*South Fork*" between private interests. The all-aluminum, deep-*vee* hull vessel was built in 1970 by Camcraft, Inc. of Crown Point, Louisiana. Camcraft, established in 1965, was a prolific builder of aluminum crewboats, pilot boats, tour boats and ferries. The shipyard was taken over in 1983 by Sal Guarino, the famous naval architect, and renamed Aluminum Boats. It was later acquired by Trinity Marine in 1988 but closed in 1995 after building around 377 vessels. The 80.0' loa x 73.7' lbp x 20.0' beam x 8.4' depth x 5.0' draft "*South Fork*" is capable of carrying a total of 30 persons on-board and 9,150lbs. on a 24' x 13' clear deck. Tankage consists of 1,000g fuel, and 2,500g water. "*South Fork*" is powered by twin GM 12V71TI diesels producing 1,050BHP driving fixed pitch propellers through Twin Disc MG 514 gears. Max speed is about 20 knots on 50gph. Marcon acted as sole broker in the transaction.



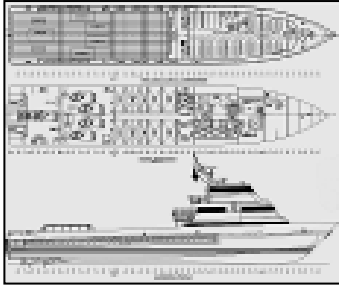
Pacific Maritime Freight, Inc., of San Diego California sold the U.S. flag 63.0' x 14.3' x 7.2' depth, aluminum, crew boat "*Gracie G*" (ex-*Gray T.*, *Robbie Briley*, *Dolores*) to Anchorage Launch Service of Portland, Oregon. The vessel was originally built for oil field service in 1965 by Breau's Bay Craft of Loreauville, Louisiana and extensively rebuilt and re-powered in 2006 by her former Owner. "*Gracie G*" is now powered by twin Tier 2 rated Detroit Diesel Series 60 DDEC engines developing a total of 950BHP at 1,800RPM. This gives the vessel a maximum speed of abt. 25kn and an economic range of abt. 350nm. She is USCG Certified for a total of 34 persons on board, and can accommodate deck cargo aft on her steel 11.75' x 11' clear deck. The new Owner will use the vessel, renamed "*Triumph*", in their Columbia River water taxi and launch service business. Vessel was reportedly in very good condition at the time of the sale and will be delivered by the Buyer on her own bottom - up the West Coast from Southern California to Astoria, Oregon.

Tidewater Marine International Inc. sold their 44.2m x 8.1m x 3.6m depth / 1.7m maximum draft, 168mtdw, high-speed, aluminum crew / supply vessel "*Merlin Tide*" to private European operators. Built by Swiftships Shipbuilders LLC of Morgan City, Louisiana for Tidewater as Hull 524 in 1999, the vessel is powered by five 956kW Cummins KTA 38M2 diesels developing a total of 6,600BHP at 1,900RPM, driving four 4-blade bronze 46" x 46" fixed pitch props plus a centerline aft hydro-jet for additional maximum thrust. This propulsion package develops speeds from ranging from about 18kn economical to 27kn maximum with fuel consumptions from 150 – 304gph respectively and a range of about 1,925nm at economical speed. Maneuverability of the vessel is enhanced by a bow thruster.



Marcon International, Inc.

Offshore Petroleum Industry Sales Report



The Vanuatu-flagged *"Merlin Tide"* has deck cargo capacity of 111.8 tons on a clear deck space aft of 21.9m x 6.4m and tankage for 70.5mt drill water and 52.4mt fuel and certified to carry a total of 159 persons on board in air conditioned accommodations. The vessel is classed by ABS with notations +A1, HSC, Restricted Service, AMS. *"Merlin Tide"* had been working West Africa for Sonatide Marine Services Ltd. of Angola and was lying in Walvis Bay, Namibia at the time of sale. Marcon International acted as sole broker in the transaction. Marcon has handled over 20 sales for Tidewater since the 136' first generation supply boat *"Low Tide"* in 1983, plus represented Buyers in purchases of over a half dozen crewboats during the last fifteen years..

This has been a good month for sales of crewboats and deck barges in the U.S. Marcon International, Inc. is pleased to report that Foss Maritime Company of Seattle, Washington has sold its U.S. flag crewboat *"Dorothy L. Sylvester"* (ex-Bayou Bus, Keewaydin, Kee-Way-Din II, MC 9076) to U.S. Water Taxi Inc. of San Pedro, California. Built in 1963 by Breau Bay Craft, Loreauville Louisiana, the steel hull / aluminum house vessel measures 55.0' loa x 14.0' beam x 7.5' depth with a 7.00' light and 7.50' loaded draft. The *"Dorothy"* was rebuilt in 1998 and repowered in late 2002 with a pair of new John Deere 6125-12.5L main engines developing a total of 900BHP. She carries about 30 to a maximum of 42 passengers up to speeds of 20kn with a range of about 800 nautical miles. The boat can also carry about 8,600 pounds of cargo on her 12.8' x 7.9' aft deck. New owners intend to repower the vessel to meet California's more recent air quality controls and to continue to trade the vessel in and around Los Angeles and Long Beach Harbors. Marcon was the sole broker in this transaction and has handled numerous sales for Foss Maritime over the years.



After completion of a multi-year charter supporting bridge reconstruction work of the Oakland - San Francisco Bay Bridge which was damaged during the 1989 Loma Prieta earthquake, Riverview Equipment Co. of Petaluma, California sold their U.S. flag crew boat *"Stella Lind"* to Westar Marine Services / Taurus Marine Inc. of San Francisco. The 55' x 16' x 7.3' depth, aluminum hull vessel was built in 2002 by Chesapeake Yachts in Virginia and fitted with 30 inside passenger seats and a clear aft deck of 20' x 12.7' capable of carrying 7 short tons of cargo. In 2008, the vessel was repowered with a pair of

EPA Tier II compliant CAT C12TA diesels developing a total of 1,140BHP at 2,300RPM. The vessel's speed is abt. 22 – 28kn with her main engines presently de-tuned for better fuel economy, but the boat is reportedly capable of speeds in excess of 30kn. *"Stella Lind"* is certified by the U.S. Coast Guard as an inspected passenger vessel capable of carrying a total of 49 persons up to 20nm offshore. New owners have renamed the vessel *"Falcon"*. In addition to six other 41' – 65' launches, Westar also operates a fleet of tugs and barges operating on the U.S. West Coast. Marcon has sold several crewboats of *"Stella Lind's"* design / class crewboat to domestic and overseas buyers over the last couple of years, plus handling a number of sales, purchases and charters for both Buyer and Seller. Marcon International, Inc. acted as sole broker in this transaction.

Marcon International is pleased to announce the long term bareboat charter of the AHTS *"Bremen Hunter"* (ex *Normand Hunter*, A.H. Camogli, Edda Star) from her German owner/operators to Latin American charterers. Built in 1982 at Tondervetfret; Hommelvik in Norway and rebuilt in 2008, the vessel measures 216' x 44' x 22' depth. Powered by twin MAK 12M453AK main engines, it produces close to 10,000BHP and 110mt of Bollard Pull. Vessel is fitted with 300 ton double drum anchor handling / tow winch. *"Bremen Hunter"* is classed with Germanischer Lloyd with a +100A5 E notation and flies the Antigua and Barbuda flag; which it will continue to fly under the charter. Marcon was the sole broker in this transaction.



2014

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Offshore Petroleum Industry Sales Report

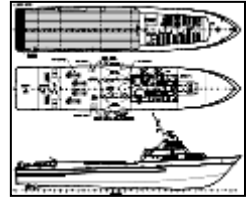


Tidewater Marine International Inc. sold their 41.2m x 8.2m x 3.5m depth / 2.38m draft, high-speed, aluminum crew / supply vessel "*Patrice Tide*" to private European operators. Built by Breaux Brothers Enterprises, Inc. of Loreauville, Louisiana in 2002, the vessel is powered by four Cummins KTA 38M2 diesels totaling 5,400BHP driving four 44" x 46" fixed pitch props. This produces a speed range of 15 – 30kn on abt. 100 – 260gph, and range of abt. 1,721nm at economical speed. Maneuverability is enhanced by a 150HP bow thruster.

The 233.7mt dw, Vanuatu-flagged vessel has a deck cargo capacity of abt. 182.9mt on a 22.9 x 7.0m, 1.9t/m² clear deck aft and a total of 72 persons on board. The vessel is classed ABS + A1, HSC Crewboat + AMS, Unrestricted Service through March 2017.

"*Patrice Tide*" had been working in Angola, West Africa for Sonatide Marine Services Ltd. of Angola and was lying in Walvis Bay, Namibia at the time of sale. Marcon International acted as sole broker in the transaction. Marcon has handled over 20 sales for

Tidewater since the 136' first generation supply boat "*Low Tide*" in 1983, plus represented Buyers in purchases of approx. half dozen crewboats during the last fifteen years. This is the 7th crewboat Marcon has sold this year and the 99th crewboat over the last 33 years.



We hope to report on #100 shortly.

Two aluminum oil field crew boats were sold by Bosarge Diving, Inc. of Pascagoula, Mississippi to U.S. Pacific Northwest owner / operator Arrow Launch Service, Inc. of Port Angeles, Washington. The 65' x 15.5', 1967 built Breaux Bay Craft powered with a pair of GM12V71s and known as the "*Madison Gail*" (photos), is now the "*Sound Arrow*". The second vessel in the sale, the "*Kimberly B*", now the "*Crow Arrow*", is an 80' x 18.5' x 8.3' depth, 1981 Camcraft built, aluminum crew boat also powered by twin GM12V71s.



Both vessels were recently delivered to the Buyer, who transported them to Fort Lauderdale, Florida where the vessels will be loaded on board a ship for transport to Washington State. Once on the West Coast, both boats will undergo major overhaul, and upgrading to the high standards of the new Owner prior to joining their fleet for service in Seattle, Port Angeles, and the Salish Sea / Puget Sound region. Marcon acted as sole broker in the sale and has acted on behalf of the Buyer in several previous sales and charters.

Colombian operators Asismar Ltda. have sold their two small steel hull crewboats "*Celtica*" and "*Carbonera*" to private South American interests. The "*Celtica*" (photo right) was built in 1981 and measures 38' x 13' 5.6' depth / 3.3' draft, is powered by twin Cummins totaling 660BHP and carries 11 passengers



at a maximum speed of abt. 12kn. "*Carbonera*" (photo left) was built in 1997, measures 45' x 12' x 3.3' draft is powered by twin 240HP GM diesels and also carries 11 passengers. Marcon acted as the sole broker in this transaction and has handled over a half dozen sales and charters on behalf of the sellers over the years.

Although not officially on the market, Marcon brokered the sale of a 48.0m x 11.0m x 3.5m depth / 4.5m draft offshore supply vessel between private overseas buyers and sellers. The vessel was built in 2010 in Malaysia and classed LR +100A1 Offshore Tug / Supply Ship, +LMC with all surveys current at the time of sale. Her capacities include a deadweight of 509mt, 208m² clear deck, and tankage for 290MT fuel oil and 300MT fresh water. The 2,400HP vessel is powered by a pair of 895kW Cummins KTA-38-M2s driving fixed pitch propellers in kort nozzles. The vessel's maneuverability is enhanced by a 350kW bow thruster. Air conditioned accommodations are provided for a total of 24 persons. This is the second purchase Marcon has handled for the buyers and the first for sellers. Marcon acted as sole broker in the transaction.



Marcon International, Inc.

Offshore Petroleum Industry Sales Report

The U.S. flag, former crewboat *"Three Aces"* was sold to C&C Boats of Huntington Beach in Southern California. Built originally for Ace Marine Services of Louisiana in 1978 by Camcraft, Inc., the aluminum 96' x 25' vessel has operated on the West Coast in the role as a mini-research vessel for the past 15 years. Fitted with triple GM12V71TIs when built, *"Three Aces"* is now powered by relatively new triple MTU engines developing a total of 2,220BHP at 1,800RPM.

The new owner intends to convert her back to offshore crew transfer use. Marcon acted as sole broker and has handled a number of previous sales and purchases in the past on behalf of Buyers. Beginning with one crew boat in 1960, C&C Boats now operates nine vessels offshore.



Marcon International, Inc. is pleased to announce the private & confidential sale of a 140' U.S. flag offshore supply vessel between domestic buyer and seller. The 140' x 34' x 12' vessel was built in 1982 by Scully Bros. Boat located in Stephenville, Louisiana. She is powered by two GM 12V149 developing a total of 1,400 brake horsepower. Marcon acted a sole broker in the transaction.



Marcon International Inc. is pleased to announce the sale and purchase, between private U.S. parties, of the U.S. flag, dynamically positioned mini-supply vessel *"Titan"*. The 167' x 40' x 13.0' depth vessel was built in 2001 by Bollinger Shipyards in Lockport, Louisiana. She is U.S. Coast Guard Inspected Subch. "L", OSV Methyl Alcohol, Grade "E" Liquid Mud. Capacities include 620LT of deck cargo on a 120' x 35' deck, 49,946g fuel, 8,698g fresh water, 105,646g drill water, 1,984BBL liquid mud and 97,000g methanol. Propulsion is supplied by a pair of Cummins KT38M2s producing a total 2,400BHP, turning CP. Her maneuverability is enhanced with a stern and bow thruster and Kongsberg Simrad SPD-01 dynamic positioning. Ship's power is supplied by two 99kW gensets. Air conditioned accommodations are provided for a crew of 16 in four cabins. *"Titan"* is the fifth sale of an OSV and overall the sixth sale to the buyer for whom Marcon has acted as broker over the past 24 years. The vessel will be delivered by new owner to the U.S. West coast and put to work in the energy sector.

Stabbert Maritime of Seattle, Washington has time chartered the U.S. flag, DP-1, research vessel *"Ocean Pioneer"* (ex-*Seabulk Montana*, *Montana*, *Seabulk Montana*, *Indian Seal*) to FMC Technology of Davis, California. The 205' x 40' x 17' depth vessel was built in 1974 by Burton Shipyard in Port Arthur, Texas for Seal Fleet of Galveston, Texas and acquired by Hvide Marine, Inc. in 1996, along with seven other offshore supply boats. Hvide reorganized in 2001 and was renamed Seabulk International. Seabulk operated the vessel until 2006 when bought by Stabbert. She was extensively rebuilt in 2009. *"Ocean Pioneer"* is classed ABS + A1, Towing Service +AMS, and U.S. Coast Guard inspected under Subchapter "I". Capacities include a deck cargo of 1,022LT on 5,600ft² clear deck, 82,455g fuel, 100,000g potable water and 121,381g drill water. *Ocean Pioneer* is fitted with a 35 ton North Pacific hydraulic crane, 10 ton "A"-frame crane and a 425HP bow thruster. Main propulsion is provided by twin Alco 12-251F diesels totaling 4,000BHP at 900RPM turning 115" dia. CP propellers. The vessel has a range of about 4,800nm and a maximum speed of about 14kn. She is U.S. Coast Guard Certified to carry 44 persons. Charterer will utilize the vessel to test a new ROV design offshore the U.S. West coast. We have concluded numerous sales and charters with the owner over the years, but this is our first transaction with the Charterer. Marcon acted as sole broker in the transaction.



Marcon is pleased to report the long-term charter/purchase of a 2011 built 5,150BHP foreign flag AHTS on a private and confidential basis.

G & B Offshore LLC of Cut Off, Louisiana has purchased the U.S. flag utility / construction support vessel *"White Pony"* (Hull 203) from Cal Dive International of Houston, Texas. The 116.0' x 26.0' x 11.0' steel construction vessel was designed by Mat Kawasaki and built in 1980 at Theriot-Modoc Enterprises in Morgan City, Louisiana to ABS standards. *"White Pony"* was never classed, but was U.S. Coast Guard approved for the transportation of up to 45 passengers and supplies for hire within 200 miles offshore. She was subsequently rebuilt in 1997. The vessel has capacity for 64LT of deck cargo on a 1,056ft² clear deck and has tankage 26,522g fuel, 600g lube oil and 26,625g fresh water. *"White Pony"* is powered by twin



Marcon International, Inc.

Offshore Petroleum Industry Sales Report

GM 16V92 diesels providing a total 1,200BHP at 1,800RPM through Twin Disc 527 5.17:1 gears. Top speed is about 10kn on 55gph. Ship's power is provided by two 75kW / GM4-71 generators. Her last major dry-docking was completed in May 2010 which entailed cropping & renewing of hull valves, new deck boards, new gaskets in the W/T doors, port shaft bearing replaced, vents & vent piping repaired / renewed, ballast manifold renewals, new life raft & launch system, bow grating cropped, renewed and painted. Accommodations include berths for a total of 25 persons. The "White Pony" is currently undergoing a complete refurbishment by the new owner for her new service. This is the second transaction handled by Marcon for the Seller and the first to the Buyer. Marcon acted as sole broker in the transaction.

2013

Marcon International, Inc. is pleased to announce the private sale of a 2010 built, dynamic positioning, firefighting, anchor handling tug supply vessel. The Conan Wu Design (now part of Wartsila Ship Design) 55.0m x 13.8m x 5.5m depth vessel is classed ABS A1 Towing Vessel, AH, Fire Fighting Vessel Class 1, Offshore Support Vessel, AMS, DPS-1, Unrestricted Service. The 1,102mt dw AHTS is powered by a pair of 1,894kW CAT 3516B-HD main engines driving Berg controllable pitch propellers in Kort nozzles via Reintjes WAF 873 gearboxes and developing a total of 5,150BHP, class certified bollard pull of 68.57 tons and free running speed of 13kn. Ship's power is provided by two 400kW / CAT C18 auxiliary and two 600kW Leroy Somer shaft generators in addition to one 80kW / Perkins emergency generator installed above the main deck in a special compartment. Maneuverability is assisted by electrically-driven 325kW Kawasaki transverse tunnel thrusters fore and aft. Towing gear consists of a 120 ton line pull double drum anchor-handling / towing winch, two 10 ton tuggers, a 200 ton SWL stern roller and 200 ton SWL retractable shark jaws and one set of hydraulic vertical towing pins. The 2,400m³/h firefighting system was provided by FFS with main engine driven pumps, two foam / water monitors joy-stick controlled from the pilothouse and a self-drenching system. Fully air conditioned accommodations are provided on three decks for a total of 30 persons and include a hospital, large mess room and separate recreation room. Marcon acted as sole broker in the sale.



One 105' x 22' x 8', aluminum crew boat has been sold by private U.S. Owners to Mexican Buyers. The triple screw vessel was built in 1981 by Swiftships, Inc. of Lafitte, Louisiana. She is powered by three turbocharged GM 12V71TI diesels, generating a total of 1,530BHP @ 2,100RPM, which propels the boat to a speed of 20-25kn. Capacities include about 34LT of cargo on an open 43' x 17' aft cargo deck, 2,400g fuel and 1,000g fresh water. Inside air conditioned seating is provided for 45 passengers, plus accommodations for a crew of four with a full galley and head. The vessel was recently dry-docked, refurbished and reclassified under an IACS society by the new owner. Plans are being made by the new owner to transport the vessel on her own bottom to Mexico where she will be employed in local oilfield support. This is the sixth crew boat Marcon has brokered to this same buyer over the last 24 months. Two additional sister-boats were sold to the same Buyer earlier this summer. Marcon acted as sole broker in this sale and all five previous transactions. Buyer and Seller have requested names be kept confidential due to commercial reasons.



Two 42.0' x 15.0' x 5.0' aluminum, U.S. flag crewboats were sold by U.S. operators to Latin American buyers on a private and confidential basis. The boats were built by a U.S. shipyard in 2000 and 2001 and U.S. Coast Guard certified to carry 18 passengers and 3,700lbs of cargo on a 9' x 10' clear deck aft. Maximum speed is about 25kn, delivered by a pair of GM6-71NA diesels. Upon closing, both boats were loaded on board a heavy lift ship for transport overseas.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Two 105' x 22' x 8' depth, aluminum crew boats were sold by a private U.S. Owner to Mexican buyers. The triple screw, sister-vessels were built in 1981 and 1982 by Swiftships, Inc. in Lafitte, Louisiana. Both are powered by three turbocharged GM 12V71TI diesels, generating a total of 1,530BHP @ 2,100RPM, which propels the boats at a speed of 20 – 25kn. Capacities include about 34 LT of cargo on an open 43' x 17' cargo deck aft, 2,400g fuel and 1,000g fresh water. Air conditioned seating is provided for 45 passengers, plus accommodations for a crew of four with a full galley and head. The two vessels



were dry-docked, refurbished and reclassified under an IACS society by the new owner before being transported on their own bottom to Mexico where they will be employed in local oilfield support. This is the fourth and fifth crew boats which Marcon has brokered to this close buyer over the last 24 months. One additional sister-boat is expected to close within about 45 days. Marcon acted as sole broker in both this and the previous transaction. Buyers and sellers have requested names be kept confidential due to commercial reasons.



Marcon is pleased to have started out the New Year with the sale of the Bahamas-flagged, seismic survey vessel "*Beaufort Explorer*" (ex- *CGG Laurentian*, *Laurentian*, *Labrador Horizon*, *Simon Labrador*, *Seaway Labrador*, Hull 40) from sellers Arrow Seismic Invest IV Limited of Norway to Supreme Hydro FZE on private terms.

"*Beaufort Explorer*" was originally built in 1983 as a ME-202 design ROV support vessel for Stolt-Nielsen by Brattvaag Skipsinnredning AS, now part of STX OSV Brattvaag in Norway. The vessel was subsequently converted to seismic service in 1988, lengthened in 1991, and substantially upgraded in 1998 and 2003. She now measures 80.50m length overall with a beam of 18.42m, depth of 7.12m and draft of 5.51m. Vessel is classed DNV + 1A1(MV), EO, SF Supply Vessel, Helideck. "*Beaufort Explorer*" is powered by a diesel electric plant consisting of four 1,280kW Wartsila 8R22 diesels, each driving a 1,200kW 600vAC generator connected to two 1,471kW electric motors driving Liaaen TCN92/68 azimuthing drives with controllable pitch propellers. The vessel is also fitted with two tunnel type bow thrusters plus an Aquamaster UL2001/6100 retractable azimuthing thruster for maneuvering and redundant propulsion. "*Beaufort Explorer*" has accommodations for 58 persons plus a hospital and fitted with an 18.95m diameter helideck rated for 8.6 tons. New Owners are naming the vessel "*Supreme Explorer*" and plan to upgrade her to DP-2 positioning and fit the vessel out for dive support activities. Marcon acted as the sole broker in the transaction.



2012



The two U.S. flag, aluminum-hull crewboats "*Miss Angela*" (ex-*DeSoto*, *Parrot*) and "*Mr. Nicholas*" (ex-*LaSalle*, *Robin*) were sold by Cheramie Global Marine LLC of Golden Meadow, Louisiana to Consultoria Y Servicios Petroleros S.A. DE C.V. (CSP) of Mexico City on an "*en-bloc*", "*as is, where is*" basis. The two vessels, 115' and 120' length overall respectively, are close sister designs with slightly different dimensions and tonnages,

built by Camcraft Inc. in Jean Lafitte, Louisiana in 1979 and 1980. "*Miss Angela*" and "*Mr. Nicholas*" have quarters for four crew and the capability to transport up to 54 and 59 passengers respectively in air conditioned cabins. Both vessels are powered by two outer GM 12V71TI and one GM12V92TI center main engines developing a speed of abt. 20kn and fitted with enclosed stern controls. Deck cargo capacity is abt. 30 tons on a 58 – 60' clear deck aft. The new Owners' intentions are to remove the vessels from U.S. registration and reflag for oilfield service in Mexican waters in the near future. Marcon acted as the sole broker between buyers and sellers in the transaction.



The two U.S. flag platform supply vessels "*Jamie G*" and "*Dakotah Bill*" were sold by Aries Marine Corporation's subsidiary WFC Inc, to Mexican buyers on private terms. The 1,200dwt "*Jamie G*" was built in 1981 by Halter Marine in Calumet, Louisiana. The 166.0' x 38.0' x 13.0' depth vessel is powered by twin GM 16V149NAs developing total 1,800BHP and fitted with a 230HP bow thruster. "*Jamie G*" is capable of carrying 575 tons on her 106' x 30' clear deck, whilst below deck capacities include 38,868g fuel, 88,425g drill water, 1,917bbl liquid mud and 3,000ft3 dry bulk. "*Jamie G*" is classed ABS + A1 + AMS, with next Special Survey due in 2016. Accommodations are provided for 17 persons. The 950dwt "*Dakotah Bill*"

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

(ex-Seabulk Georgia, Golden Wolf, PBR 305) was built by Mangone / Champion Swiftships of Houston, Texas originally for PBR Offshore in 1983. The 185.0' x 40.0' x 14.0' depth vessel operated for a couple of years for Golden Gulf Offshore. She was purchased, along with a sister vessel, from creditors in 1989 by Seabulk Offshore who completely refurbished and reclassified both vessels. In 2000, she suffered serious damage after colliding with an offshore platform in the Gulf of Mexico completely destroying the pilothouse. Aries acquired her in 2006.

"Dakotah Bill" is powered by twin EMD 12-645CE2s totaling 3,000BHP. Free running speed is about 12knots. Auxiliary power is provided by twin 99kW generators and maneuverability assisted by a 300HP bow thruster. Cargo capacities include 650LT on a 114' x 31' clear deck, whilst below, tankage includes 81,000g fuel, 166,000g drill water, 1,780bbls liquid mud and 4,000ft³ dry bulk. The vessel was until recently fully classed with ABS and is U.S. Coast Guard inspected. Quarters are provided for 20 persons in 8 air conditioned cabins. Buyers will reflag both supply boats to Mexican registry and operate the pair on the East Coast of Mexico. Marcon represented buyers and Lee Felterman and Associates represented sellers in this transaction. These are the fifth and sixth vessels which Marcon has sold either to or from Aries Marine over the years.



Marcon is pleased to report the sale of the U.S. flag research vessel, "Cape Flattery" from Tanadgusix Corporation (TDX), an Alaska Native village corporation out of Anchorage, to U.S. Seafoods, a fishing and marketing company based in Seattle, Washington and operating off the coast of Alaska. The sale was on private terms. The 186' x 40' x 16' vessel was originally built in 1990 by McDermott Shipyards in Morgan City, Louisiana for the U.S. Navy as the torpedo trials vessel "YTT-9" for reportedly around \$38 million. The hull design came from an oil supply vessel with an ABS ice rated hull, and was therefore heavily built with 1/2" hull plate below the main deck and 3/8" above. "YTT-9" was the first of four sisters and came equipped with two 21 inch and three 12.75 inch torpedo tubes. "Cape Flattery" was struck from the Naval Register in 1999 and subsequently sold to TDX who equipped the versatile vessel for diving and ROV operations, surveys, oil spill response, salvage and to generally operate as a

research platform. Accommodations were provided to berth a total of 40 crew and passengers. The vessel is classed with ABS and notated +A1, (E), +AMS. A five year Special Periodical Survey was passed in May of this year.

"Cape Flattery" is powered by a single 12 cylinder diesel turbocharged Cummins KTA 50 main engine developing 1,250BHP, which drives a 90" x 74" fixed pitch propeller via a Reintjes 7.05:1 gear. For station keeping, the vessel is equipped with joy-stick control, 300HP electric Ulstein azimuthing drives aft on each side of the main propeller and a 400HP omni-directional thruster forward. Ship's auxiliary power is provided three Cummins 650kW diesel generators, with back-up provided via a Cummins powered 100kW emergency generator. Her working area consisted of a 46' x 40' clear deck aft and 32' x 30' on the foc'stle deck in addition to enclosed work rooms. An 11 ton and 2 ton knuckle boom hydraulic self-contained Appleton pedestal mount crane, 10T Fritz-Culver heavy-lift capstan aft and 10T anchor windlass were fitted. Four point mooring was provided by four single drum 10 ton pull Fritz Culver traction winches with two 3,700lb Navy style anchors forward and two 5,000lb Navy anchors aft allowing the vessel to moor in water depths from 30 – 2,400'. Tank capacities included 68,000g fuel oil, 15,000g potable water, augmented by a 5,000gpd water maker, and 102,000g ballast water. "Cape Flattery" was capable of operating for 42 days at sea with a range of about 4,000 nautical miles at an average operating speed of about 9-11 knots. The vessel, already renamed "Seafreeze America", is being converted by U.S. Seafoods to fulfill her new role as a catcher/processor joining their fleet of four catcher-processors and two catcher vessels presently working in the Bering Sea, Aleutian Islands and the Gulf of Alaska. A 60' mid-body section is being added which will increase her to approximately 246' overall length.



The 105' x 22.0' x 9.0' x 4.5' draft, U.S. flag crew boat "Miss Alexis" (ex-Mr. Dino) was sold by Swan Marine Operators of Meraux, Louisiana to Mexican buyers. The all-aluminum vessel was built in 1979 at Camcraft Inc. in Jean Lafitte, Louisiana. She is powered by three GM 12V71TI diesel engines total 1,530BHP, each turning a 32" x 30" 4-blade propeller through Twin Disc 514 marine gears providing a top speed of about 20 knots. Ship's power is provided by a pair of 40kW gen sets powered by a GM 3-71s. "Miss Alexis" was U.S. Coast Guard certified to carry 52 passengers up-to 100nm offshore, plus provides berthing for a crew of six in three air-conditioned staterooms. The vessel's capacity also includes a maximum of

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

25LT deck cargo on a 42' x 16' open aft deck. "*Miss Alexis*" was dry-docked and refurbished at Superior Shipyard in Golden Meadow, Louisiana by the new owner just prior to her delivery. She sailed on her own bottom to the Bay of Campeche, Mexico where she will work offshore in the oil fields. Upon arrival the vessel was renamed "*Aguila Marina*". This is the third crew boat Marcon International has sold to this buyer and the first vessel purchased from this owner. Marcon acted as sole broker in the transaction.

Two-year old, 5,150BHP foreign flag AHTS fixed on six month charter on a private and confidential basis.



Twenty Grand Marine Service, L.L.C. of New Orleans, Louisiana has sold their U.S. flag supply vessel "*Toby Tide*" to Ocean Marine Services, Inc. of Kirkland, Washington. The ABS +A1 (E) +AMS classed, 180' x 40' x 14' supply vessel was built in 1980 by Halter Marine in New Orleans. She is powered by a pair of CAT D399TA diesel engines producing a total of 2,250HP, turning 76" x 70" props through Reintjes WAV 1400 gears. This generates a max speed of 12kn and cruising speed of 10kn. Maneuverability is enhanced

by a 300 HP Murray Tegurtha BT340 bow thruster. The 993.8dwt "*Toby Tide's*" capacities include 94,300g fuel, 24,400g potable water, 180,400g drill water, 4,000ft3 dry bulk in 4 tanks, 1,230BBL liquid mud and 640 long tons of deck cargo on her 111' x 30' clear aft deck. Ship's power is supplied by a pair of 125kW, 450vAC, 60Hz generators powered GM8V71 diesels. Air conditioned accommodations are provided for a crew of 20 in eight cabins with galley seating for 10 people. This is the 20th vessels to date which Marcon has sold from Sellers, with 8 going to West coast operators. Over the years, Marcon has concluded sales of four OSVs and one 40,000bbl ocean tank barge to the buyers. Upon "*Toby Tide's*" arrival from Port Hueneme to Seattle, she was promptly drydocked in preparation to start working in Alaska. The vessel is being renamed "*Sovereign*", after the first 3,900BHP, 185' AHTS which Marcon sold to these owners from Offshore Logistics, Inc. twenty-two years ago. Marcon acted as sole broker in this transaction.



The 105' x 22.0' x 9.0' crew boat "*Miss Carolyn*" was sold by U.S. owners to Mexican buyers. The all-aluminum vessel was built in 1979 by Camcraft Inc. in Jean Lafitte, Louisiana. She is powered by three GM 12V71TI main engines totaling 1,530BHP, each turning a 32" x 30" 4-blade propeller through a Twin Disc 514 marine gear with 2:1 reduction. Her top speed is about 20 knots. Ship's power is provided by a pair of 40kW gensets powered by GM 3-71s. "*Miss Carolyn*" is certified to carry 57 passengers in addition to berthing for her crew of six. Maximum deck cargo capacity is 25LT on a 45' x 16' clear aft deck. The vessel recently came off dry-dock and was in good working condition at the time of the sale. New owners are mobilizing the vessel on her own bottom to the Bay of Campeche to work in the Mexican oilfields. This is the second crewboat Marcon has sold to this buyer and the first sale from seller. Marcon acted as sole broker in the transaction.



Gulf Contractors LLC of Louisiana has sold their small U.S. flagged crewboat "*Lionel B*" to Ecuadorean buyers on private terms. Built in 1998 at Stephen Boat Works, the aluminum hulled vessel measures 55.0' loa x 16.5' beam x 7.2' depth and has a 3.00' light draft. She is powered by twin CAT 3406E main engines developing a total of 1,400BHP driving fixed pitch 34" x 34" props via ZF 2:1 gears. The vessel is capable of a 30kn maximum speed and cruises at around 24-27kn on 34-37gph. She can carry 32 passengers and 2 crew, whilst the 25' x 10' clear deck aft has a capacity for about 8 tons of cargo. New owner has commenced shipping the "*Lionel B*" to Ecuador. Marcon acted as sole broker.



Marcon International, Inc. is pleased to announce the sale of the U.S. flag oilfield supply boat "*Orion Pioneer*" (ex-*Orion Star*, *Acoustic Pioneer*, *September Morn*) from WesternGeco Overseas Inc. to private buyers. The vessel was originally built in 1981 by Halter Marine, Inc. as a standard design 180' x 40' x 14' depth supply vessel for Levy-Mellon Marine of Patterson, Louisiana to use in the Gulf of Mexico market. She was later modified for specialized acoustic work for the U.S. Government Naval Sea Systems Command with conversion of port and starboard No. 2 tanks to 13' x 15' enclosed storage spaces and liquid mud and drybulk tanks converted to carry additional ballast and fuel. "*Orion Pioneer*" was originally classed



Marcon International, Inc.

Offshore Petroleum Industry Sales Report

by ABS, but later only carried an ABS loadline. Vessel currently has tankage for 79,000g fuel, 9,800g fresh water, and 160,000g ballast water providing an endurance of 30 days. She is powered by twin EMD 12-567BC main engines developing a total of 2,500BHP. New buyers plan to register the vessel in Panama and operate her in the Caribbean. Marcon acted as sole broker for the transaction. This is the 15th vessel Marcon has sold for WesternGeco.



After successfully passing her sea-trials, the U.S. flag, fast crew/supply boat “*Ashley Alyse McCall*” was sold by McCall's Boat Rentals of Houma, Louisiana to private U.S. buyers for use out of the “oil-patch”. Built by Gulf Craft, Inc. in 1992, the aluminum hull vessel measures 160' loa x 30' beam x 10.5' depth and is certified by the U.S. Coast Guard under CFR Subchapter “T”. “*Ashley Alyse McCall*” has clear deck space of 90' x 23' with an on deck cargo capacity of 175 long tons. The vessel is powered by six Cummins KTA19 main engines total 4,080BHP, driving six 39" x 36" fixed pitch propellers through Twin Disc 518 2.5:1 gears. “*Ashley Alyse McCall*” has an economic speed of 20 knots on 112gph, and is capable of 22 to 24 knots on 153-222gph. Vessel is fitted with accommodations for 6 persons in 4 cabins and passenger seating for 85. She will be converted by new owners to passenger ferry service and remain under the U.S. flag. Marcon represented the buyers and Lee Felterman and Associates represented sellers in the transaction.

A new generation U.S. flag 150' x 36' x 12' utility / mini-supply boat was sold by U.S. sellers to foreign buyers on private and confidential terms. Built at a U.S. yard in 2001, she has worked in the Gulf of Mexico since new. Vessel is powered by twin CAT3508 DITA diesels producing about 1,930BHP. She has high fuel, water and liquid mud capacities for her size and a clear deck of 2,400ft². Accommodations are provided for 13 persons in 5 cabins. Vessel was removed from U.S. registry and will be redeployed in oil field service overseas by new owners. Marcon acted as sole broker in this transaction.



2011

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.



Capital Signal Company Limited of Trinidad recently completed the sale of 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' on 1,942mt DWT. The vessel is powered by two MAK 6M452AK main engines producing a total of 3,200BHP driving twin fixed pitch propellers. She is also fitted with one Ulstein TV90 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 vessel sale to Capital Signal back in 2008 and was the sole broker in this transaction.



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



Marcon International, Inc.

Offshore Petroleum Industry Sales Report

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.



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 the broker for the Buyer and Fearnley Offshore for the Seller.

Ocean Marine Services, Inc. of Nikiski, Alaska has 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 Kongsberg Simrad C-Pos-DP1 dynamic positioning system and equipped with 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 of deck cargo on her 130' x 30' clear deck aft. 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 the Seller.



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 have sold to this Buyer and one of several transactions previously completed with the Seller.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

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 denotation 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 the buyers. Marcon acted as sole broker in the transaction.



2010

The 65.65m x 14.05m, Dutch flagged, multi-purpose construction, dive and ROV support vessel "*Noordhoek Singapore*" (ex-*Serviceman*, ex-*Smit Marlin*, ex-*Smit-Lloyd 61*) was sold by Noordhoek Offshore BV of Zierikzee, The Netherlands to Nigerian buyers. Marcon had previously brokered the purchase of the vessel to Noordhoek in 2000. Originally built in 1977 by Scheepswerf "*De Wall*" BV of The Netherlands as the "*Smit-Lloyd 61*" for Smit Nederland BV, the vessel is powered by a pair of Bolnes 14VDN150/600 2-stroke diesels producing a total of 4,200BHP to 2.5m diameter CP props in kort nozzles. After purchasing, Noordhoek converted the vessel in 2001 to her current trade as a DP-2 support vessel in the North Sea. Maneuverability was enhanced with a Kongsberg SDP-21 dynamic positioning system, her linked Becker rudders, 260kW tunnel bow thruster, 735kW retractable azimuthing thruster and 260kW aft mounted tunnel thruster. The dive system, complete with an air, mixed gas dive station and TUP dive system, included one 1800 and one 2100 triple lock decompression chamber, a dive control room, two hydraulically operated dive "A"-frames complete with wet bell basket and a third "A" frame for either a tool basket or ROV handling. "*Noordhoek Singapore*" can accommodate 14 crew and 22 passengers in 19 fully air conditioned quarters. Deck gear consisted of a Kenz 25 tonnes telescoping crane, plus she also could be fitted with an optional four-point mooring system and 100 tonnes "A" frame. With all these features and her excellent station-keeping capabilities the "*Noordhoek Singapore*" performed a wide range of roles in the offshore industry well. When the new generation, purpose-built, DP-2 saturation vessels "*Noordhoek Constructor*" (76m) and "*Noordhoek Pathfinder*" (62m) joined the fleet, the "*Noordhoek Singapore*" became surplus and was put on the market. The new Owners have renamed the vessel "*Singapore Explorer*" and scheduled her to promptly start work in the Nigerian offshore oilfields as platform maintenance and inspection vessel. "*Singapore Explorer*" now is 33 years old and only seems to show her age through the design of the vessel. She was in very good condition at the time of the sale and hopefully will serve her new Owners well for many years into the future. Marcon acted as sole broker in the sale.

Arrow Launch Service of Port Angeles, Washington purchased the 65.0' x 18.5' x 9.0' U.S. flag, crewboat "*Arctic Express*" (ex-*Poppee's Dream*, *Brittany S*) from Vessel Management Services of Seattle, Washington (Crowley Maritime). The steel hull, aluminum house, 800HP crewboat was originally built in 1984 by Halter Marine for the Navy and converted in 1999 to a crewboat. Marcon sold the vessel, which was located at that time in Cut Off, Louisiana, to Crowley Maritime in January 2001 for their arctic operations in Prudhoe Bay transporting crew to North Star Island. Crowley installed an ice belt around the hull and first shipped her out overland to the West Coast and then by barge to Alaska. "*Arctic Express*" was loaded on board a barge early fall 2010 and shipped from Prudhoe Bay to Seattle where she was put on the market. New Owners renamed the boat "*Brave Arrow*" and plan to use her in their launch service in Puget Sound. Marcon acted as sole broker in the sale. Marcon has sold close to 100 vessels and barges to or from Crowley over the years plus several crewboats to Arrow Launch Service.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

CIT Financial of Norwalk, Connecticut is pleased to announce the sale of their quad-screw, 135' x 27' x 11' U.S. flag, crew boat "*Phyllis McCall II*" to Offshore Oil Services of Clute, Texas. The all aluminum passenger vessel was built to U.S. Coast Guard Subchapter "T" SPV standards in 1995 by Gulf Craft Inc. of Patterson, Louisiana. The "*Phyllis McCall II*" is powered by four Cummins KTA19 diesel engines (total 2,800BHP) each turning a 39' x 36' 4-blade propeller through Twin Disc 5202 marine gears which propel the boat to a top speed of 22 knots. Two 50kW auxiliary generators provide ship's power. Cargo capacities include 11,400g of fuel oil, 700g potable water, 26,600g drill water, 170 tons deck cargo on a 70' x 22' open aft cargo deck. Air conditioned accommodations include bench class seating for 74 passengers berths for 8 persons in four staterooms. A 900gpm monitor is provided for firefighting. This is the first sale for Marcon involving this Seller and Buyer. Marcon acted as exclusive broker for the Seller. This is the third former "*McCall*" crewboat of this size sold by Marcon in 2010.

Marcon International, Inc. is pleased to announce the delivery of two new DP-1, 5,150 BHP, 1,350mtdw anchor handling tug supply vessels to Nigerian buyers. "*Opu Tamuno 1*" and "*Ibi Teme*" were constructed at Zhanjiang Haibin Shipyard in China. Initially the units were commissioned on speculation by the shipyard, and the buyers secured the vessels with over six months of work remaining on each. The sister vessels measure 58.7m x 14.6m x 5.5m depth and have a design draft 4.75m. Clear deck area measures 370m² with a loading of 7mt/m². Under deck capacities include 475m³ fuel, 230m³ water, 460m³ ballast, 255m³ liquid mud and 170m³ dry bulk. Each vessel is powered by a pair of CAT 3516B engines driving twin controllable pitch propellers in kort nozzles via twin Reintjes 7.455:1 gearboxes, creating about 65 tonnes of bollard pull and a free running speed of abt. 13.5kn at 100% MCR. For auxiliary power the two vessels are equipped with twin 350kW, 415V, 3 phase, 50hz diesel engine powered auxiliary generators plus one 65kW emergency generator. Each vessel comes equipped with a CPP bow thruster developing 6 tonnes of thrust. Deck equipment includes a hydraulically driven double drum waterfall winch with 150mt line-pull of the first layer, and a braking capacity of 200 tonnes. The drums are capable of stowing 2 reels of 1,000m of 56mm wire rope. To handle anchors and wires, "*Opu Tamuno 1*" and "*Ibi Teme*" are fitted with 200mt SWL stern rollers, 200 tonne tow pins that extending 600mm above the deck in the fully extended position and one set of 200 tonne SWL shark jaws able to take 50mm to 75mm wire and 28mm diameter chain. Two 10 tonne electro-hydraulic tugger winches and a pair of 5 tonne capstans are also installed.

The vessels are equipped with full com / nav aids including two radars, an echosounder, DGPS, WeatherFax, twin gyro compasses, a magnetic compass, autopilot, doppler speed log, AIS, GMDSS, VHF's, SART and a Navtex receiver. Twin 1,200m³/h fire monitors are located on top of the wheelhouse. Accommodations are provided for 42 persons in two single-berth, four two-berth and eight four-berth air conditioned cabins. Vessels are classed Bureau Veritas 1 +Hull +Mach "*Supply Vessel & Fire Fighting Ship*" Tug Unrestricted Navigation AUTCCS +DYMAPOS AM/AT (DP-1). Marcon was sole broker in the transaction and is also pleased to offer from same Owners two new 5,150BHP, 50m AHTs; one 7,400BHP 75m AHTS and one 75m PSV. Details, drawings, price guidance and delivery times available on request from this office.

Following the sale of a West Coast crewboat the last week of 2009, the two 130' U.S. flag quad-screw, aluminum crew boats "*Miss Anita*" and "*Stephanie McCall*" were sold to private interests during the first week of 2010. Both boats had been working in the Gulf of Mexico through Fall of 2009. "*Miss Anita*" is powered by four GM12V71TIs producing a total of 2,040BHP and a speed of abt. 16 to 20kn. "*Stephanie McCall*" is powered by four Cummins KTA19M3 engines producing a total of 2,720BHP and a speed of abt. 19 to 22kn. The 130' x 26' x 11.5' depth "*Miss Anita*" was built in 1989 by Breaux's Bay Craft. She is rated for 58 passengers and has berths for 10 crew, a clear deck of 27' x 21.5', and a fuel capacity of 10,293g. The 130' x 26' x 10' depth "*Stephanie McCall*" was built in 1991 by Gulf Craft Inc. She is rated for 73 passengers and has berths for 8 crew, clear deck of 67' x 20', and fuel capacity of 9,720g. Marcon acted as sole broker in the transaction.

2009

The 50' x 14' x 6' aluminum crewboat "*Cypress Sea*" was sold by Cypress Charters, Inc. of San Jose, California on private and confidential basis to U.S. West Coast operators who are going to use the vessel in their construction business in Northern California. "*Cypress Sea*" was built in 1982 by Camcraft, Inc. out of Jean Lafitte, Louisiana and is powered by a pair of John Deere G125 6 cylinder diesels totaling 910BHP. Vessel had been repowered with funds obtained under the Carl Moyer EQMD program in California to meet Tier II emission standards and with her

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

current propulsion package cruises at 16kn. Vessel is certified by the U.S. Coast Guard for carriage of 28 passengers + two crew and has been used for the last 20+ years as a dive boat operating offshore Monterey, California. Marcon acted as sole broker in the sale and has handled several other transactions for the Seller and about seven transactions for this Buyer.

Marcon International is pleased to announce the sale of a 55.0' x 16.5' x 6.5', 2008 built high speed aluminum crew boat to foreign buyers on a private and confidential basis. The twin screw vessel is powered by a pair of Cummins QSM-II Tier II certified marine diesels producing a total of 1,220BHP at 2,300RPM and is capable of speeds of abt. 29kn with excellent fuel economy. A 25kW Northern Lights generator provides electricity for the vessel. The crewboat is U.S. Coast Guard Certified for 25 persons total and has a deck cargo capacity of abt. 7.8 tons. Vessel was equipped with full electronics for navigation and communications. Newbuilding sister-vessels can be delivered with a relatively short lead time after signing contract. Additional information, pricing and delivery times are available on request from this office. Marcon acted as sole broker in the transaction.

Two U.S. flag quad-screw crew boats in the Gulf of Mexico, the "*Tony B*" and "*Phillip D*" were sold to private interests. Both boats are powered by four GM12V71Ts producing a total of 2,040BHP and a speed of abt. 21kn. The 110' x 24' x 7.3' depth "*Tony B*" (ex - *Seabulk Mobile, Thunderventure*) was built in 1982 by Breau's Bay Craft. She is rated for 52 passengers and has berths for 7 crew, a clear deck of 60' x 21', and a fuel capacity of 5,582g. The 110' x 25.6' x 6.7' depth. "*Phillip D*" (ex - *McClelland T, Frankie Lynn II*) was built in 1981 by CamCraft Inc. She is rated for 65 passengers and has berths for 7 crew, clear deck of 60' x 21', and fuel capacity of 7,500g. Marcon acted as sole broker in the transaction. These two boats represent the second and third sales this year to this buyer.

United Salvage and Towing (Phils) Inc. of the Philippines have sold their 1979 built supply vessel "*Gulf Venture*" (ex - *Ribardi Tide, Southern Maid*) to Middle East Buyers on private terms. Constructed at Halter Marine of Patterson, Louisiana, USA; the 166' x 38' x 13' depth vessel has been working in the Middle East for most of 2009. Buyers were able to inspect and take delivery with minimal travel and repositioning. "*Gulf Venture*" is powered by twin GM 16V149NA diesels producing a total of about 1,860BHP at 1,800RPM, driving twin fixed pitch propellers via Twin Disc MG 540 gearboxes. The vessel can attain a speed of between 8kn (economical) and 10.5kn (max) whilst consuming between 40 and 75 gallons per hour. She is also equipped with a Bird Johnson 300HP tunnel bow thruster creating 3.4mt of thrust. On deck, the vessel can carry close to 500 tons of cargo on a clear aft deck of 202m² rated at 2.6mt/m². Below decks, the vessel has the capability to carry 670 tons cargo water, and 85m³ dry bulk in 4 tanks. She can berth up to 34 persons, including 23 passengers in fully air-conditioned accommodations. United Salvage had been owners/managers since mid-to-late 2002 when they purchased the vessel from Tidewater. "*Gulf Venture*" is classed with the American Bureau of Shipping with notation (+)A1, (+)AMS with validity on certificates at time of purchase for another 11 months. It's expected the flag will change from Belize to a local Gulf state registry within the coming months. Marcon acted as the sole broker in the transaction.

Miller Divers, Inc. of Fairhope, Alabama have sold their U.S. flag, aluminum crewboat "*Miller Diver III*" to Panamanian buyers Anabella Compania Naviera, SA, who will utilize it in their fleet of about 10 similar crewboats to support various Panama Canal related jobs. The 48' x 14', 1981 Breau's Bay Craft built boat is powered by a pair of GM 8V92 diesel engines producing a total of 600HP. New owners plan to deliver the boat to Panama as deck cargo aboard a barge sailing from Morgan City, Louisiana. Marcon had previously brokered the sale to Miller Divers of the 100' x 24' "*Red Eagle*" and sold from them a 42' crewboat. Marcon acted as sole broker in all three sales and purchases.

TMM Division Maritima S.A. de C.V. of Mexico has sold their 1982 built anchor handling tug supply vessel "*Isla Coronado*" to private buyers. The 3,900BHP, Mexican flagged, AHTS was originally built by Halter Marine of New Orleans as the "*Petromar Norseman*", one of five ABS classed sister-vessels, for Petromar Offshore Corp. of Rockport, Texas. The vessel was taken over with the rest of the fleet by the U.S. Maritime Administration during the last big industry downturn in the mid-1980's. After 1991 she traded as the "*Pike*" at various times for Compagnie Nationale de Navigation (CNN) and Seacor before being picked up by TMM in 1999 and operated in the Mexican Gulf out of Ciudad del Carmen. The 185' x 40' x 14', 1200ltdw vessel is powered by a pair of EMD 16-645C diesels driving fixed pitch propellers providing approx. 49 tonnes of bollard pull and a free running speed of abt. 14 knots. The "*Isla Coronado*" is fitted with a 300HP bow thruster and a Smatco 66 DAW 200 double drum towing and

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

anchor-handling winch. She can accommodate up to 18 persons on board. Vessel was reflagged to Panamanian registry upon her delivery to the new owners. Marcon acted as the sole broker in the transaction.

Marcon International, Inc. is pleased to announce the sale of the high quality VS-470 MKII design, dynamically positioning PSV "*Viking Nereus*" from Eidesvik Shipping AS of Norway to private buyers. The vessel was built in 2004 by West Contractors AS in Olensvåg, Norway. She measures 73.4m length overall x 16.6m beam x 7.6m depth with a loaded draft of 6.5m with 3,550dw. Vessel is classed by Det Norske Veritas + 1A1, Supply Vessel, SF, Dynpos AUTR, E0, with register notation dk (+), Unlimited trade, Fi-Fi 1. Main engines are a pair of MAK 8M25 with a total rating of about 6,570BHP driving controllable pitch props providing a max speed of abt. 14.5kn and service speed of abt. 12kn. Vessel is fitted with two each 800HP Brunvoll FU-63-LTC-1550 bow and stern side thrusters. Complete integrated maneuvering, dynamic positioning and vessel management is through Simrad SDP 11 dynamic positioning, fan beam laser reference, Seatex DPS 102 DGPS, Kongsberg Simrad manual joystick and a Scania Volda maneuvering system. Accommodations include berths for a total of 32 personnel. Marcon represented the Buyers in this transaction, while Sellers were represented by Offshore Shipbrokers of Aberdeen.

2008

Offshore Express, Inc. of Louisiana has purchased the 1972 built anchor handling tug supply vessel "*Yolanda I*" from Dragamex CV de SA of Vera Cruz, Mexico; a subsidiary of Royal Boskalis Westminster. The 3,800BHP, Mexican flagged, AHTS was originally built by Aarhus Flydedok in Aarhus, Denmark as the "*Maersk Supplier*" and later traded both as the "*Stevens Supplier*" and "*Sea Moon*" before purchased by Dragamex in 1999. The 53.4m x 11.2m x 4.0m, 769mtdw vessel is powered by a pair of MAK 8M451AK diesels driving fixed pitch propellers providing approx. 33.2 tonnes of bollard pull and a free running speed of abt. 13 knots on 10 tons per day. "*Yolanda I*" is fitted with a 130BHP Tornado bow thruster, a 2 tonne crane with an 18m boom and can accommodate up to 22 persons on board. Vessel was reflagged to Panamanian registry upon delivery. Marcon International acted as the sole broker in this transaction. This was the fourth vessel / barge we sold to these buyers in 2008.

Southern States Offshore of Houston, TX has sold the U.S. flag supply vessel "*Sabine Seal*" to Bywater Ludlow LLC of Washington State. The 150' x 35' x 12' supply vessel was originally built in 1980 at Zigler Shipyard, Jennings, LA as the "*State Flamingo*" for State Boat Corp. of Houston, Texas. In recent years, "*Sabine Seal*" has undergone major work including renewed bow and back deck, tanks coated, one new main engine and one overhauled. The vessel is powered by two GM 12V149s providing about 1,400BHP @ 1,800RPM turning 58" stainless steel propellers through 5.17:1 Twin Disc reduction gears. Ship's power is supplied a pair of 75 kW / GM6-71 generators. Tankage includes 42,000 gallons fuel oil, 6,335 gallons fresh water, 186,900 gallons drill water and 1,200 BBL liquid mud. Vessel is expected to continue to work the spot market in the US Gulf of Mexico. This is the first vessel we have sold to this Buyer. Marcon acted as sole broker in this transaction.

Capital Signal Company Ltd of Carenage, Trinidad sold their Cook Islands flag, 166' x 38' x 13' supply vessel "*Count Turk*" (ex- *Count Turf*, *Juan T. Orgeron*) to Selig Services Ltd. of Ghana. The vessel was built in 1976 at Halter Marine in Pierre Part, Louisiana. "*Count Turk*" was last drydocked and underwent special survey in September 2006 and was sold with all of her trading certificates valid. She is powered by a pair of GM 16V149s which provide about 1,800BHP. Capacities include 43,454 gallons fuel oil, 49,430 gallons fresh water, 50,000 gallons drill water, 3,000ft³ dry bulk and 1,000BBL liquid mud. This is the first vessel Marcon has sold to this Buyer. Marcon acted as sole broker in the transaction. Marcon sold a supply vessel earlier this year to the Seller.

5,750BHP Anchor Handling Tug Supply Boat sold on private and confidential basis.

The 59.2m Anchor Handling / Fire-fighting Vessel "*Armada Tuah 10*" was time-chartered from Bumi Armada Navigation SDN BHD of Eastern Malaysia for a short-term contract in the Western Pacific by private interests. The 1,324mtdw vessel was built by Nam Cheong in Malaysia in 1993 and classed ABS +A1 +AMS FiFi 1, Towing Vessel. "*Armada Tuah 10*" is powered by a pair of MAK 6M25 diesels developing a total of 5,000BHP with a bollard pull of abt. 67.5 tons. Vessel is fitted with a double drum AHT winch and tow pins. Marcon was the sole broker in this transaction and arranged the charter on private terms.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Capital Signal Company Limited of Trinidad recently completed the purchase of the Standby/Supply vessel "*Grampian Supporter*" (ex-*Grampian Freedom*, ex-*Maersk Puncher*) from sellers Craig Group Limited of Aberdeen, UK on private terms. "*Grampian Supporter*" was built in 1976 by J. Pattje of Holland. She measures 207' x 46' x 19' with draft of about 16' on 1,942mt DWT. Vessel is powered by two MAK 6M452AK main engines producing a total of 3,200BHP driving twin fixed pitch propellers. She is also fitted with one Ulstein TV90 400BHP tunnel bow thruster. Electrical generation is provided by three Detroit Diesel auxiliaries producing 600kVa. "*Grampian Supporter*" is classed DNV +1A1, Ice Class C, Safety Standby Rescue. Up until delivery, she was working offshore U.K. She is now headed to Trinidad under her new name "*Native Pride*" and will continue work in the oilfield, primarily as a survey vessel. Marcon represented the buyer in this transaction and Offshore Shipbrokers, Ltd. of Aberdeen represented Sellers.

Another U.S. flag, 120' crewboat, the "*Mr. Jack*", was sold to private Panamanian buyers. The Seller was Jambon Boat Rentals LLC of Golden Meadow, Louisiana. The vessel was built in 1978 by Gulf Craft, Inc. of Patterson, Louisiana originally as a 100' aluminum crewboat but was lengthened slightly, along with the addition of a new house, at Progressive Shipyard in 1992. Presently she is 120' x 26' x 9', with a current U.S. Coast Guard Certificate of Inspection for 54 passengers and a crew of five. She can carry 50 Tons of deck cargo on her 45' x 22' open aft deck. "*Mr. Jack*" also carries 2,800 gallons of fuel and 10,000 gallons of fresh water in her below deck tanks. She's powered by four Detroit Diesel 12V71TI engines providing total of 2,100 BHP with a top speed of abt. 22 knots. Ship's electrical power is provided by a pair of 30 kW / GM3-71 generators. Vessel carries a full complement of navigation equipment. New Owners will be delivering the vessel on her own bottom to Panama. The vessel has had a long series of Owners over the years and has borne the ex-names of "*Seminole*", "*Thunderbolt*", "*Seabulk Aransas*", "*Marsha-G*", "*Christy Jett*", and "*Capt. Tim*". This is the fifth crewboat sold to the Buyer in the last month and the first vessel sold from the Seller. Marcon acted as sole broker in the transaction.

Four U.S. flag, 110' x 24', aluminum hull crewboats from Stanco Boat Rental Ltd. of Freeport, Texas were sold to private operators in Panama. The four vessels, "*Milky Way*", "*Brenda Lee*", "*Twix*" and "*Kit-Kat*" are all being delivered promptly on their own bottom directly to the Buyer. Three of the vessels are sister boats, built at Breaux Bay Craft in Loreauville, Louisiana, in 1979 and 1980. Each of these vessels has capacity for about 38 tons of deck cargo plus seating for 59 passengers and accommodations for a crew of five. The fourth vessel "*Brenda Lee*" was built at Gulf Craft of Patterson, LA in 1982. She has aft deck cargo capacity of 40 tons, passenger seating for 55 and accommodations for up to seven crew members. All four are powered by four GM 12V71TI diesel engines producing about 2,050 BHP @ 1,800 RPM. All vessels have ships power provided from twin 30 kW generators powered by GM3-71 diesels. Vessels are all USCG certified with full navigation aids. These are the first vessels Marcon has sold from this Seller. Marcon acted as sole Broker in the transaction.

The 4,610bhp, 1,018dwt AHTS "*Sea Diligent*" has been sold by GulfMark Offshore to private regional operators. The Halter Marine built, Panama flagged vessel measuring 192.5' x 40' x 15' x 13' had until recently been working offshore Thailand, and was delivered to the buyers upon charter completion. Two EMD 12-645E7B main engines drive two fixed pitch propellers, creating abt. 50ts bollard pull. "*Sea Diligent*" is equipped with a Smatco double drum waterfall winch producing an estimated 350,000lb of line pull. Vessel is capable of 14kts maximum speed burning approx. 13ts / day, however at a more economical 10.5kts she burns just 9ts /day. Built as the "*Petromar Chief*" for Petromar Offshore of Rockport, TX in 1981 as one of several sister-ships, she was sold to Maritime (Pte) Ltd in 1992 by the U.S. Maritime Administration. At that time she was completely overhauled and renamed "*Sentosa Eagle*". Gulf Offshore purchased the vessel in 1996 and operated her as part of their Southeast Asian fleet since. Classed ABS +A1, +AMS, Unrestricted Service the vessel's next Special Survey is not due until November 2012. "*Sea Diligent*" is able to carry a deck load of 686ts on its 304m2 deck (32m x 9.5m). Marcon acted as the sole broker in this sale.

Toisa Ltd of Bermuda concluded the sale of the "*Toisa Mariner*" to Bluestone Offshore Pte on private terms. The "*Toisa Mariner*" is a 1980 Marystown shipyard built, DP 1 PSV/ROV Support vessel measuring 236' x 52' x 21' capable of approx 2,100ts DWT. Originally commissioned as the "*Balder Baffin*", the unit was also named "*Sable Sea*" and "*Marinous*", until the current owners purchased it in 1990. The vessel is powered by two Alco 12-251 diesels producing 2,740BHP each driving two 4-bladed controllable pitch propellers. Dynamic positioning and maneuverability is provided by two 600BHP tunnel bow thrusters, and one each 600BHP and 400BHP stern

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

thruster, which are all Brunvoll design and variable pitch. Electrical generation is provided by three 450kW / CAT D3412 auxiliaries. The Lloyds +100A1 Classed unit comes equipped with a Sikorsky S76/Bell 212 sized helipad, a 520m2 clear stern deck rated at 5mt/m2, a 3.66m2 moonpool and can berth up to 53 persons. The vessel is set to remain under the Bahamas flag but be renamed "*Bluestone Topaz*", with the new owners intending to convert the unit to a deepwater geotechnical drilling unit. Until recently, the vessel had been working on a term contract offshore Qatar. This was the second time Marcon has sold this vessel in its life.

Indonesian based owners PT Baruna Raya Logistics, have just completed the sale of their 2002 built, welded aluminum crewboat, M/V "*Poksay*" to private Middle East buyers. The vessel, built at Penguin Shipyard in Singapore, had been owned by the same owners since delivery. "*Poksay*" is a 34.0m (112') x 7.6m (25') x 3.3m (10.8') vessel powered by three MTU 16V2000 M70 diesels producing approximately 4,220BHP @ 2,100RPM. In turn this drives three 4-bladed fixed pitch propellers via a ZF4540 gears. The vessel has a 28kts maximum speed and a 22kts optimum speed. The aft cargo deck measures 14.6m (47.9') x 6.1m (20') and is capable of carrying 200mt of cargo. She is also provided with two fire monitors, oil dispersant tanks and two 20' spray arms. For accommodations, the vessel carries 56 passengers in reclining seats with three television / movie screens plus berths for 10 crew. Com / nav aids include two radars, VHF, SSB, autopilot, fathometer, magnetic compass, gyro, GPS, Navtex and joystick control. The vessel is to be renamed and reflagged to a new registry. Marcon International, Inc. represented the Buyers and Frontier Offshore of Singapore represented the Sellers in this transaction.

The utility and safety/standby boat "*Meragi*" was sold by Southeast Asian sellers to Middle East buyers on private terms. The vessel, built at Mipe Shipbuilding Pte Ltd. Singapore in 1980, measures 98.4' x 24.93' x 10.82' depth with loaded draft of 7.54'. Deadweight carrying capacity is 180mtdw. The aft cargo deck measures 18' x 12'. She is powered by two Cummins KT2300M diesels producing 1,400BHP @ 1,800RPM which provide a cruising speed of about 10 knots and range of 9 days. Vessel is classed ABS +A1, +AMS. She is also fitted with 1 x 5mt tow hook for light towing duties. Vessel has accommodations for eight crew plus twelve passenger seats. Marcon International, Inc. acted as sole broker in this transaction.

The small Danish flag passenger cruise ship "*Sikker Havn*" (ex-*Flornes*) has been sold by Stevns Shipping AS of Denmark to private buyers. The vessel was originally built in 1967 by Felszegi Shipyard in Trieste, Italy as the Norwegian flagged general cargo pallet carrier "*Trillingen*". She was lengthened and converted to a passenger cruise ship in 2004. With dimensions of 50m x 9.5m x 3.5m depth and an operating draft of 3.3m, she is fitted to accommodate 85 day or 38 overnight passengers in fully air conditioned accommodations. "*Sikker Havn*" is propelled by a single MAK 6MU451AK diesel producing 787 BHP, allowing a cruising speed of 10 knots and maximum speed of 12 knots. Maneuverability is enhanced by a 270HP bow thruster. She is classed Bureau Veritas Hull, Mach, AUT-UMS, Passenger Ship, Unrestricted Navigation, Ice II and complies with SOLAS. "*Sikker Havn*" will be repositioned from Denmark to the Middle-East where she will work as an accommodation vessel in the oilfield following retrofitting by new owner. Marcon acted as the sole broker in this transaction.

2007

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.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

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.

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.

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 "*Pufford 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.

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

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

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. Vessel is also well equipped with stoppers, shackles, chaser, grapnel, etc. for towing and anchor handling operations and is approved by Noble Denton & Assoc. for 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 represented Sellers in this transaction, while Offshore Shipbrokers of Aberdeen, Scotland represented Buyers.

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.

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.

2006

SeaBird Exploration Ltd. (BVI) has purchased the newbuilding AHTS "*Tasneem 2*" from Malaysia-based Syarikat Borcos Shipping Sdn Bhd. "*Tasneem 2*" is a newbuilding anchor handling tug supply vessel, but will be converted into a shallow water 2-D/3-D seismic vessel. The vessel will be renamed "*Raven Explorer*". SeaBird expects the vessel to be operational for seismic work by the third quarter of 2007, after conversion and lengthening. The vessel was built at PSC Naval Dockyard in Malaysia and delivered during the 3rd quarter of 2006. Original dimensions, prior to lengthening, are 196.8' LOA x 52.48' beam x 18.04' depth with a loaded draft of 15.91'. The vessel is classed by Lloyds Register of Shipping, LRS +OU Offshore Support FiFi 1 +LMC. She is powered by twin CAT 3606 main engines developing a total of 5444BHP at 1,000 RPM and 60mt bollard pull through twin controllable pitch propellers. The vessel was handed over in Southeast Asia where she will undergo conversion prior to deployment as a seismic vessel. Marcon represented the buyers in this transaction.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

As part of a summer clear out at Tidewater Marine, the world's largest supply ship owner has recently sold and scrapped 18 vessels from their laid up fleet in Bourg, Louisiana. Marcon International, in conjunction with Bellem Marine Bureau, was able to assist in the sale of three vessels to both Caribbean and Central American buyers. In a two vessel deal, "*Arcemont Tide*" and "*Gulf Fleet No. 303*" (ex- "*Rebel Brio*" 1982, ex- "*Golden Girl*" 1981) were sold to Panamanian interests who plan to renovate the vessels for further trading. The "*Arcemont Tide*" is a straight supply vessel built in 1982 at Atlantic Marine, Florida; is 180' LOA and 40' Beam and comes with a 110' x 29' aft deck. In the engine room, 2 CAT D399's generate 2250BHP driving twin propellers. The "*Gulf Fleet No. 303*" is a similar 180' x 40' Beam unit built in 1981 at Moss Point Marine. The vessel comes with slightly larger deck of 110' x 30' deck but comes powered with 2 x EMD engines producing 3,000BHP again driving two fixed pitch propellers. The vessel also has a 300BHP Bow thruster. The third vessel sold was "*Sara Tide*" (ex- "*Brazos Moon*" 1994) a 186' LOA x 36' straight supply vessel with a 122' x 29' clear deck. The vessel comes powered with 2 x CAT 3512TA engines producing just over 2,000BHP via 2 fixed pitch propellers. The new owners will take her to a Caribbean shipyard for an overhaul before working the unit in the island cargo trades. The photo at right is of the "*Sara Tide*".

Tidewater Marine Service, Inc. has sold their Marshall Islands flag AHTS "*Oil Trojan*" to private buyers. "*Oil Trojan*" was built in 1983 by Sing Koon Seng Shipyard in Singapore with principal dimensions of 201' x 43' x 17' and a loaded draft of 14.8' on 1,542 long tons deadweight. Two Yanmar 8Z280-ET main engines produce 4,800 BHP driving twin variable pitch propellers in kort nozzles for an estimated 55 metric tons bollard pull. She is fitted with an Intercon double-drum waterfall towing winch rated at 220,400lbs. line pull. New owners will promptly reactivate and recertify her with ABS. Marcon acted as sole broker in the transaction.

Marcon is pleased to announce the sale of the utility - supply vessel "*Rio Salaqui*" (ex- "*Drangur*") from private So. American interests. The vessel, which measures 120' x 33.5' x 14.7' depth with about 9.0' loaded draft was built as one of seven or eight sister vessels at Galatz Shipyard in Romania in 1981. She was built to IACS rules for hull and machinery and she was formerly ABS Classed when sold from Europe to So. America in the 1990's. She was trading under local Maritime Authority at the time of the sale. Her DWT is 628mt, and she has a very large clear deck space of 94.5' x 32' with a deck load of 250mt. She was extensively rebuilt by the Seller in 1998 when she was also re-powered with 2 x CAT 3406B's @ 680BHP total, driving twin FPP via Twin Disc 5.16:1 reduction gears. Electrical power comes from 2-60kW gensets (GM4-71 diesel power), and 1-25kW / Perkins emergency Genset. Her overall liquid capacities of 61.8mt FO, 41.2mt FW and 309mt of Ballast Water, and she can discharge FW at about 65 cbm / hr. The vessel is also unique in that she has a hold space (28' x 32') below the after deck for under deck storage. The vessel has quarters for 5 crew and 9 passengers. Marcon acted as sole broker in the transaction between the Buyer and the Seller. The vessel will remain in the Caribbean / Central American region for future trading with her new Owners.

The Tidewater Marine Inc operated offshore supply vessel "*Chief*" has been sold to private Caribbean interests for an undisclosed sum. The 1982 Bender Shipyard built vessel with the principle dimensions of 190' x 40' x 14' and a loaded draft of 12' on 1,100 long tons deadweight with a clear deck of 135' x 31', will now pass to its fifth owner since built. In former times, the vessel has been known as the "*H.O.S. Chief*", "*Point Chief*" and "*State Chief*". The "*Chief*" handle will continue on with its new owners who will rename her, "*Midnight Chief*". Two CAT D399PCTA main engines produce 2,250BHP driving twin 84" x 62" stainless steel, four blade propellers via 2 x CAT 4.22:1 gears for a maximum/service speed of 12/10 knots. The new owners are going to refurbish and reclass the unit, whilst reflagging it to Panama in the coming months. The unit is expected to be available for charter thereafter, and Marcon will be pleased to forward your inquiries to the new owner. Marcon International acted as brokers on behalf of the sellers, whilst Bellem Marine Bureau Inc acted as brokers on behalf of the buyer.

Alcan, Inc. of Kitimat, BC has sold its 122' high-speed, aluminum crew boat "*Wachwas*" to Global Marine Logistics, Kirkland, WA for future employment in oilfield support service. Alcan had been using the vessel on the Northern British Columbia coast to provide a year-round marine link to the outside world for their employees and families living in the isolated Alcan power generating community of Kemano. The vessel was originally built in 1981 for Canadian Marine Drilling as the "*Canmar Tigneck*" by Swiftships of Morgan City, LA as a triple screw oilfield crew / fast supply boat, as well as serving medi-vac functions in the Canadian Arctic. She was converted to twin screw and repowered in 1993 when the original three MTU turbo-charged diesels were removed. The vessel was

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

previously classed ABS +A1 (E), AMS, which will be reinstated by new Owners after they drydock in the Pacific Northwest. Vessel is now powered by 2 x CAT 3512DITA's and has a passenger capacity for about 63 persons. Aft deck is 50' x 18' with a load capacity of about 40LT. Marcon is very happy to see this sale concluded. It was a long and difficult marketing project due to the remote location of the vessel – but we got it done.

Tidewater Marine sold their Vanuatu flag AHTS *"Gulf Fleet No. 67"* to private buyers. *"Gulf Fleet No. 67"* was built in 1984 by St. Louis Ship with principal dimensions of 188' x 40' x 16' and a loaded draft of 13.7' on 1,111 long tons deadweight. Two EMD 12-645E7C main engines produce 4,610BHP driving twin four-blade fixed pitch propellers through Reintjes WAV-2740 gears for a maximum/service speed of 15/12 knots and estimated 68 metric tons bollard pull. She is fitted with an Intercon double-drum waterfall DW-200SP towing winch rated at 350,000lbs. line pull. New owners will promptly reactivate and recertify her with ABS. Marcon acted as sole broker.

Zakher Marine, UAE concluded the sale of the 100' crew boat *"Zakher Express"* (ex-*"Seabulk Bulthanin"*, ex-*"Allied 1"*, ex-*"Bimo"*, ex-*"Bai"*) to European Buyers on private terms. Vessel was built of welded aluminum for PT Triamindo of Indonesia by Halter Marine of Chalmette, Louisiana in 1982 and classed Bureau Veritas Hull & Machinery for Coastal Waters. New Owner expects to upgrade class for ocean service. Vessel's dimensions are 101' x 21' x 9.6' depth, powered by three GM 12V71TI's total 1,530BHP. *"Zakher Express"* has seating for 55 passengers and 86.9m2 clear deck aft with a cargo capacity of 30mt. Marcon acted as sole broker. This is the fifth crewboat Marcon has sold this buyer over the years.

2005

Cal Dive International Inc. sold the supply vessel *"Mr. Sonny"* (ex-*Sea Level 21*, ex-*Scott Theriot*) to Columbia Star Inc. (a subsidiary of Ryan Marine Inc.) of Galveston, Texas. She was built in 1980 at Universal Iron Works in Houma, LA and designed as four-point dive support vessel with a 35 ton pedestal crane and 2,700ft2 of clear deck. With accommodations for 28 people and a 30 day endurance, she has been used to support subsea projects including valve operations, hydrostatic testing, jetting, anode retrofits, pipeline crossings and debris removal. The vessel has been laid up for a couple of years and new owners immediately moved her into dry-dock for refurbishment. She will be swiftly reactivated into the U.S. Gulf to assist with any number of pending offshore construction and maintenance projects. Marcon acted as sole broker for the transaction plus in January 2001 had arranged her purchase by Professional Divers of New Orleans from the Estates of TransCoastal Marine Services of Houston, TX after Marcon was retained as exclusive broker by the Bankruptcy Trustee in June 2000.

Marcon International, Inc. brokered the 68.4m x 13.6m, North Sea class, dive support vessel *"Stephaniturm"* (ex-*Seaway Stephaniturm*, ex-*DSND Stephaniturm*, ex-*Ocean Stephaniturm*, ex-*British Stephaniturm*, ex-*Stephaniturm*) from Horizon Vessels, Inc. to Southeast Asian buyers. The dynamically positioned vessel is powered by two Deutz SBA8M528 total 2,400BHP plus fitted with two 600HP retractable azimuthing and one 480HP tunnel bow thrusters, a 600HP retractable azimuthing stern and 480HP tunnel stern thruster interfaced with a Simrad ADP 702 DP system. Dive capabilities include a 3 man dive bell launched thru a moonpool with guide wires & cursor system, 12 man Draeger saturation dive system upgraded in 1994 rated for 300m with split-level capability for up to 6+4+4 divers in 3 living chambers, self-propelled hyperbaric rescue vessel and 400,000ft3 gas storage. Air conditioned accommodations are provided for 68 persons in 38 cabins. *"Stephaniturm"* was originally built for OSA Marine Ltd. of Germany by J.G. Hitzler Werft, also of Germany, in 1978 and passed through several hands before Horizon purchased her from Det Sondenfelds-Norske Damskibsselskab ASA (DSND) of Norway in 1998. Horizon initially bought the vessel to modify her to lay coiled-line pipe and support their fleet of conventional pipelay vessels and barges. In addition to her work in the North Sea oilfields for companies such as Sonsub, Saipem and Total to name a few, *"Stephaniturm"* is probably best known for her successful salvage in October 1981, in spite of adverse weather conditions in the arctic of five and a half tons of Russian gold bullion from the wreck of the HMS *"Edinburgh"* in 245m of water. The gold bullion recovered, consisting of 431 out of 465 ingots packed in 93 wooden boxes, was valued in excess of £43,000,000 sterling. HMS *"Edinburgh"* was a fast 187m cruiser launched in 1938 carrying a crew complement of 850 men. While escorting convoy QP11 on a return voyage from Murmansk, she was torpedoed by a German U-boat in 1942 and eventually sunk in the icy Russian waters of the Barents Sea with the loss of 56 crew and two officers. At the time of her loss, she was carrying a consignment of gold bullion, part of Stalin's payment for supplies that the Allies were sending to the USSR during World War II. An enjoyable narrative

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

of the salvage can be found in the book *"Goldfinder"* by Keith Jessop and Neil Hanson. *"Stephaniturm"* was lying in the U.K. at the time of the purchase. This is the third sale Marcon has brokered for Horizon Offshore in the last twelve months. Marcon acted as sole broker.

Maryland based operators Potomac Constructors LLC have sold their 50' x 13.4' x 7.3', U.S. flagged crewboat *"Kat-1"* (ex-*Dolphin II*) to U.S. buyers on private terms. The aluminum-constructed boat was built in 1968 by SeaArk of Grafton, Illinois. Vessel is propelled by twin GM8V71's for a total of 460BHP. A single 20kW Onan generator provides power. At the time of the sale *"Kat-1"* was based on the U.S. East Coast. After purchase she is scheduled to make the trip southwards to begin work on the US Gulf Coast. Marcon International, Inc. represented the sellers in this purchase, whilst Compass Maritime Services LLC of New York represented the buyers.

Abdon Callais Offshore of Golden Meadow, LA sold the 105' x 22' x 10' all aluminum constructed crew boat *"Mr. Tom"* to Waterside Services Inc. of Kemah, Texas. The USCG certified vessel was built in 1980 at Swiftships of Lafitte, LA to ABS standards and then rebuilt again in 1990. She's powered by 3 GM 12V71TI diesels, each turning a 36" x 36" 3-blade bronze propeller on a 3.5" stainless shaft through a TD 514C marine gear with 2.5: 1 reduction. She can carry 43 passengers and a crew of 6 plus 23 Tons of deck cargo. The new Buyer is delivering the vessel to the Houston, TX area where she will be used for launch service. This is the second crew boat that Marcon has sold for this Owner over the years. Marcon acted as sole broker.

A.P. Moller / Maersk Supply Service of Denmark sold their 12,240BHP, 1,475dwt AHTS *"Maersk Tackler"* (ex-*Tawaki, Federal Atlantic, Seaforth Atlantic*) to private interests. *"Mærsk Tackler"* 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 latter being the region where the vessel had been working prior to recently mobilizing to Israel to support drilling operations. The vessel was delivered to the new Owners in Egypt. 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. Marcon International, Inc. represented Buyers in the purchase, while Offshore Shipbrokers, Ltd. of Aberdeen, Scotland represented Sellers.

Fairfield Industries of Sugar Land, TX sold their U.S. flagged, seismic source / recording vessel *"Fairfield Explorer"* to Singapore buyers. This purpose built vessel was constructed by Modern Marine Shipyard of Houma, LA in 1980 as the *"Digicon Explorer"*. Although the sale was without trading restrictions, all seismic gear was removed prior to sale with the exception of the gun compressors, which are run off the main engines. Principal dimensions are 186' x 40' x 15'. Main engines are two Wichmann diesels producing 2,700 BHP total turning controllable pitch propellers in kort nozzles. Marcon brokered the sale of this vessel to Fairfield Industries in November 2000 and acted as sole and exclusive brokers on the sale from Fairfield.

The 125' x 26' x 10' utility boat *"Dragon Fly"* out of Morgan City, LA, has been chartered to ATP Oil & Gas for a minimum of 4 weeks to assist with general repairs and minor construction work in the wake of Hurricane Rita. The vessel mobilized out of Morgan City, Louisiana and will be employed as host to a small work crew who will shuttle between several platforms to perform minor repairs to helipad skirtings and handrails to allow resumption of normal

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

services. With tight availability in the market, Marcon was lucky to be able to source the vessel at short notice. *"Dragon Fly"* was originally built in 1964 by Burton Shipyard of Port Arthur, TX as a fire boat and is now working as a research/survey designated vessel.

Haylock Shipping S. de R.L. of Guanaja, Honduras has sold the 140' x 34' x 10.3' ex-supply Vessel *'Sea Search'* to Elite Freight Services of Tortola, British Virgin Islands. The vessel was built in 1965 at Zigler Marine of Jennings, Louisiana, but had undergone a complete conversion in 2004 to a general cargo/inter island trade vessel. The extensive refurbishment work included a new stern and side ramp, rebuilt main engines and generators; new galley and room appliances, extensive steel plate replacement, new cargo & diesel piping, custom carpentry, upgraded wiring, additional FiFi and lifesaving equipment, new electronics and Devoe brand paint and coatings. After negotiations concluded, the Seller delivered the vessel to the Buyers himself. New Owners will employ the vessel in the Caribbean for general cargo transportation.

Marcon International, Inc. is pleased to announce the sale of the 65' crew boat *"Hollie L"* from New Jersey Owner / Operator Phoenix Marine to U.S. West Coast Owner / Operator Foss Maritime of Long Beach, CA. The vessel was built by Geo Shipyard in New Iberia, LA in 1998. She measures 65' x 18' with a 10' depth of hull. Power is provided by two GM12V71TA main engines producing about 1,200BHP @ 2,100rpm total. Twin 32" Nibral fixed pitch propellers are driven on 3" diameter shafts via Twin Disc MG514 2.5:1 reduction gears for speeds upwards of 20 knots. The vessel is all aluminum construction and has a USCG Certificate of Inspection for 29 passengers up to 100 nautical miles. offshore. She can carry about long ton of deck cargo on her aft clear deck measuring 25' x 16'. The vessel will be delivered to Long Beach, CA where she will enter service in the Los Angeles / Long Beach Harbor area in the new Owners service.

The massive 185' x 77' x 30' (18.5' max draft) *"James Surveyor"* (ex-*Mac Tide 66, Jaramac 66, L.E. Stewart*) was, after several years of design work, built in 1975 by McDermott Shipyards, Inc. in Morgan City, Louisiana for their own account as the first-ever ocean-going catamaran tug. At the time of her construction the individual hulls themselves were about four times larger than any tugs that were normally built at the yard. 24 separate modules were fabricated and welded together with the above-deck structure fabricated in Harvey, Louisiana and floated to Morgan City by barge to be placed on top of the hulls by one of McDermott's derrick barges. Named in honor of the late L.E. (Lou) Stewart, a Vice President for McDermott, the Panamanian flagged, ice strengthened tug was transferred to Jackson Marine S.A. in 1993. Although she performed well on her maiden voyage across the Atlantic averaging 10.38kn with a tow, she did not become a trend-setter and has been the only catamaran tug that we know of ever built. In 2001 she was sold by Tidewater in Singapore to Moby Marine Corp. and fitted with dynamic positioning for a specific contract that never materialized. The ABS +A1, Ice Class "C" tug is powered by a pair of EMD 16-645E7A's totaling 5,750BHP and producing a bollard pull of abt. 72.5 metric tonnes through two 126" controllable pitch props in Kort nozzles. Tug is fitted with a 300,000lb line pull Victoria triple drum tow winch, two 450HP Schottel bow thrusters and dynamic positioning. After receiving the tow of the two ex-KTC petroleum barges, *"James Surveyor"*, now renamed *"Coeus"*, started on her long voyage across the Atlantic where we hope she will finally find her niche and perform valuable service for the new Owners in West Africa.

Jettco Marine of Morgan City, LA sold its 105' crew boat *"Matt Jett"* to foreign interests for employment in the Mediterranean. The vessel was built in 1978 by CamCraft of Louisiana. She measures 105' x 21.5' x 6.5' draft and was certified by U.S. Coast Guard for the carriage of 60 passengers. Her deck space is 45' x 16' with a maximum deck load capacity of 25T. Power is provided by three GM 12V71TI with 1,530BHP for a maximum speed of roughly 20 knots. The machinery was recently installed in 2004 with new clutches. The vessel was working the spot market in the U.S. Gulf at the time of the sale. Upon conclusion of the sale, the vessel was deleted from the U.S. Registry and loaded onto a ocean cargo vessel for transport to the Med. Vessel will be classed by an IACS class society once she arrives at her destination and then placed with the new Owners fleet for immediate operations. This is the fifth crewboat Marcon has sold this buyer over the years. Marcon acted as sole broker.

Miller Divers, Inc. of Alabama has sold their 42' crew boat *"Miller Diver I"* (ex-*Gulf Quest, ex-Little David*) to Shamrock Marine, LLC of St. Amant, Louisiana. The aluminum crew boat / dive support vessel was built in 1967 by Breaux's Bay-Craft of Loreauville, LA and recently overhauled and refurbished after an extended period of employment in dive support related service in Boston, MA. She measures 42' x 13.5' x 4.5' depth, and has a 16' x

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

12' clear deck aft. Her running speed is about 18 knots, and she is powered by a pair of GM6-71 diesels. Renamed "*Deuce*", her new Owner will employ her on the Mississippi River in crew related service.

Toisa Limited, a Bermuda corporation, has sold their Panamanian flag, Lloyd's +100A1, +LMC classed, 61.6m x 11.84m x 4.68m, "*Toisa Panther*" (ex-*TNT Panther*), an offshore supply vessel built in 1984 by Richard Dunston; Hessele, UK. The 3,500BHP, 1,137mt dw PSV is powered with twin Yanmar GZ-ST diesels driving fixed pitch props and fitted with a 650BHP bow thruster, Becker rudders and a GEC Gem80 joy stick. She was working the "spot" market in Southeast Asia at the time of the purchase. Renamed "*Ahmed IV*", new Owners relocated the vessel to the Arabian Gulf to work the "spot" charter market for Saudi Aramco. Marcon represented the buyers in the purchase.

2004

Miller Divers, Inc. of Fairhope, AL purchased the 100' x 24' x 11.5' utility boat "*Alliance I*" from Prospect Marine (a division of International Boat Rentals, Inc.) of Larose, La. The vessel was built in 1982, near Biloxi, MS by A.W. Covacevich. She's powered with a pair of GM 12V71's (one new in 2003) and carries a crew of 4 plus 8 passengers on her current USCG Certificate of Inspection. The vessel was last dry-docked in 2003, when she had her bottom blasted and painted. Earlier this year she had her topsides redone. The new Owner is relocating her to the Mobile, Alabama area where she'll work local construction and oil field related jobs.

Nico Middle East Ltd. of Dubai concluded purchase of the 230' x 42' x 15', 3,900HP AHTS "*Gulf Yankee*" (ex-*Seacor Yankee*) and the 248' x 44' x 16', 3,600HP diesel electric dynamically positioned supply boat "*Gulf Frontier*" (ex-*Seacor Frontier*, ex-*Acadian Commander*) from creditors had who bought the boats back at U.S. Marshal's Sale in May of this year. The "*Yankee*" had been built in 1982 by Moss Point Marine as a 198' AHTS, powered by EMD 16-645E2's and lengthened in 1996. "*Frontier*" was originally built in 1981 by Halter Marine as a platform supply vessel, later converted to seismic service and a new 30' mid-body section was fitted in 1996 to convert her back to a "new generation" PSV for deepwater cargo service. Both boats were laid up at the time of the purchase. Buyers plan to use the "*Yankee*" to tow the "*Frontier*" to the Arabian Gulf where they will continue in oilfield service. Marcon acted as sole and exclusive broker on behalf of the creditors.

Caldwell Marine International, of Toms River, New Jersey has sold their survey vessel "*Thomas C*" (ex-*St. Somewhere I*, *Whales Forever*, *Svitzer Mercator*, *Mari Holm*, *R.W. Olson*, *Cape Shore*) to Asteria Navigation (a division of Unibros Shipping Corp. of Piraeus, Greece). The 185' x 38.3' x 15.5' vessel was built in 1970 by Charles Hill & Co. of Bristol, UK and rebuilt in 1988. The vessel had recently been reclassified under Lloyds and working in survey and cable laying/support services. The multi-purpose vessel is powered by two Lister Blackstone diesels total 4,000BHP, has four generators, a 15 ton hydraulic deck crane and an endurance of abt. 20 days for a crew of 30. New Owners are taking immediate delivery and will be relocating the vessel to West Africa where she will be employed in the offshore oil service sector. This is the second such vessel brokered by Marcon for this Seller in the last two years. Marcon acted as sole broker in the transaction.

Osprey Line, Inc. of La Porte, TX has taken the U.S. flag, ABS classed, 286' x 62' x 18' U.S. flag deck carrier "*Sea Trader*" on charter from Pacific Marine Leasing and Trader Marine of Seattle, WA. "*Sea Trader*" was originally built in 1976 by American Marine as the 220' x 45', tug supply boat "*Ocean Marlin*" for Ocean Marine Service out of Houston as one of five sister-vessels and sold out of the offshore oil industry in the late 80's during the downturn. New owners sponsored her to 62' in 1994 for hauling containers from Puget Sound northbound and between various Alaskan ports. In September 2002, she was further lengthened to an impressive 286' by installing a mid-body section at Dakota Creek Industries of Anacortes, WA. Her 202' x 56' clear deck aft can carry abt. 2,450 short tons of deck cargo or abt. 178TEU / 89FEU containers. Vessel is powered by two Alco 16-251F turbo-charged diesels for a total of 6,480BHP capable of providing service speeds of abt. 11 – 13kn. Osprey Lines plan to operate the vessel in their short-sea shipping operations in the U.S. Gulf Coast.

Stolt Offshore Shipping, Inc. sold their ocean derrick/pipelay barge "*DLB-1*" (ex-*DB-1*, *Exxon DB-1*, *Humble DB-1*) to Subsea Petroleum Services. The barge was built by Bethlehem Steel of Beaumont, Texas in 1956. The barge

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

measures 300' x 90' x 19' and is fitted with 250 ton AmHoist R-40S full revolving and an AmHoist 9720 48 ton pedestal mount cranes, four-point mooring and quarters for 140 workers. The barge had been used dockside for a number of years in Angola, West Africa and ABS class had lapsed. Shortly after closing, barge was towed to a shipyard for repairs and modifications, then on to the Eastern Mediterranean for oilfield work. Marcon acted as sole broker in the transaction.

The 3D seismic research vessel "*Western Legend*" was sold by WesternGeco LLC to Columbia University's Lamont Doherty Earth Observatory of Palisades, NY. This new ship will replace the Lamont-operated 72.2m x 14.0m, 3,200HP "*Maurice Ewing*", which has accumulated well over half a million miles of track in its service to science and exploration of ocean and deep Earth processes. The DNV +1A1 Ice C classed, 71.5m x 17.0m x 7.60m "*Western Legend*" was purpose built as a seismic vessel in 1991 by Ulstein Verft of Norway and is powered by two Bergen BRM-6 main engines producing 7,200 BHP with a bollard pull of abt. 86 tonnes. The vessel will carry a complement / science party of 55/34 persons. Once fully reactivated, the vessel will be reclassified with American Bureau of Shipping. "*Western Legend*" will be capable of towing four 6 km streamers with a maximum length of two 10,000m arrays and be equipped to carry out two and three-dimensional imaging of the ocean floor and the Earth's deep interior. When operating as an academic research vessel, "*Western Legend*" will be owned by The National Science Foundation, operated by the Lamont-Doherty Earth Observatory, and under the advisement of the University-National Oceanographic Laboratory System (UNOLS), an organization of 62 academic institutions and National Laboratories involved in oceanographic research. She will set sail as a research vessel, serving the U.S. University research community in 2006 under a new name. This is the 14th seismic vessel sold by Marcon for WesternGeco since 2000. Marcon acted as sole broker in the transaction. The sale took just over two years to complete. After drydocking for inspection, Sellers delivered the vessel from Lyngdahl, Norway to the U.S. for the closing.

The U.S. flag crew boat "*Seabulk Beauregard*" located on the U.S. Gulf Coast has been sold by Seabulk Offshore to U.S. West Coast interests. "*Seabulk Beauregard*" was built in 1980 by Progressive Shipbuilders in Houma, LA and measures 110' x 24' x 9'. The boat is powered by four GM 12V71TI main engines producing 2,040 BHP with fixed pitch props. She can make 22 knots and carry up to 63 passengers. The vessel will be repositioned from the Gulf to the U.S. West Coast on her own bottom. Marcon acted as sole broker in the transaction and has sold several other vessels to and for both buyer and seller over the past several years.

The Panamanian flag seismic vessel "*Arctic Star 1*" (ex-*Marianne*) located in the Canadian Arctic has been sold by Seismic Shipping Inc. to Pierre Gagne Contracting Ltd. of Canada. "*Arctic Star 1*" was built in 1944 by Moore Dry Dock Co. in Stockton, California (rebuilt 1979), measures 112' x 30' x 8.5' and is powered by two GM 16V71 main engines producing 910BHP with fixed pitch props. The vessel, which was located in Hay River in the Canadian Northwest Territories, will be retrofitted for non-seismic activities under the terms of the sale. This the eleventh seismic vessel sold by Marcon since 2000 for these sellers and we currently have one additional sale pending. Marcon acted as sole broker in the transaction.

Three supply and anchor handling tug supply boats were auctioned off to the highest bidders on the U.S. Federal Courthouse steps in Lafayette, Louisiana. The 180' x 40', 2,700HP oil recovery / emergency response supply vessel "*Seacor Osprey*" and 190' x 40' "*Kodiak Island*", a 3,900BHP anchor handling tug supply boat built in 1980 by Halter Marine were sold to Diversified Engineering Services, Inc. of Houston, TX and the 198' x 42' AHTS "*Seacor Rebel*" built in 1983 by Moss Point Marine and powered by a pair of EMD 16-645CE2's totaling 3,900BHP was bought by Jettco, LLC of Louisiana. Creditors bought back the two remaining vessels the 230' x 42', 3,900HP "*Gulf Yankee*" (ex-*Seacor Yankee*) built in 1982 by Moss Point and lengthened in 1996 and the 248' x 44' diesel electric, dynamically positioned "*Gulf Frontier*" (ex-*Seacor Frontier*) built in 1981 by Halter. Marcon handled the marketing of the auction for the creditors and are exclusive brokers for the sale of the "*Gulf Yankee*" and "*Gulf Frontier*". It should be noted that none of the vessels belonged to Seacor at the time of the auction, as they had been turned back into the leasing company.

The Panama flag, ABS classed, multi-purpose offshore support vessel "*Pacific Teak*" has been sold by Swire Supply Vessels Corporation to Kuda Nil Marine Services Pte. Ltd. "*Pacific Teak*" was built in 1978 by Teraoka, Zosen of Japan, measures 160' x 40' and is powered by two Yanmar 6Z-UT main engines producing 3,000 BHP.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

The vessel is equipped with a 10 ton crane, 4-point mooring system, towing winch, firefighting, and large accommodation. She was repositioned from the Mid-East to Southeast Asia where she will continue to work in oilfield service. Marcon acted as sole broker in the transaction.

The ABS classed, Panamanian flag seismic vessel "*Western Inlet*" located in Europe has been sold by Seismic Shipping Inc. to undisclosed buyers. "*Western Inlet*" was built in 1981 by Sing Koon Seng (Pte.) Ltd. of Singapore, measured 198' x 39' x 16' and is powered by two CAT D399TA main engines producing 2,250BHP with controllable pitch props. The vessel will be retrofitted for non-seismic employment under the terms of the sale. This is the tenth seismic vessel sold by Marcon since 2000 for these sellers plus currently have sales pending on two additional vessels. Marcon acted as sole broker in the transaction.

2003

Ecomar Inc. of Goleta, CA sold their U.S. flag, 43' x 14' x 6.4' crew boat to Riverview Equipment Company LLC of Petaluma, CA. . The 1977 built Breaux's Bay Craft vessel had been converted to a dive boat in 1995. New Owners took delivery of the boat in San Francisco Bay and will employ her transporting their crew to various construction sites. This is the second time Marcon had sold this vessel in the last two years and the second vessel sold by Marcon to this Owner in 2003. Marcon acted as sold broker on the sale.

A 130' aluminum fast supply/crew boat was sold on a private terms. The vessel was built in 1990 by Breaux Bros. Enterprises, USA, and is classed ABS +A1 for hull & machinery. The vessels main details are as follows: 130' x 26' x 12' depth with 7.0' loaded draft with tankage for 10,221g fuel and 15,000g fresh water. Clear deck measures 67' x 22' with 95T cargo capacity. The boat is powered by 4 x GM12V71TI main engines totaling 2,040 BHP, capable of driving the vessel at 23 knots maximum light speed via 4 x 38" x 35" fixed pitch propellers. As brokers, we would be pleased to receive your inquiries for similar tonnage and may be able to develop same for sale on a strictly private and confidential basis. This is the second crew boat of this class sold via Marcon in 2003 and third crewboat sold to these Buyers over the years.

The U.S. flag dive support vessel "*Ocean Diver V*" located in the U.S. Gulf has been sold by Oceaneering International to Associated Marine Services Limited. "*Ocean Diver V*" was built in 1969 by American Marine of New Orleans, measures 166' x 38' and is powered by two CATD398 main engines producing 1,700 BHP. The vessel had been fitted with a 4-point mooring system which was removed prior to sale. She will be modified by new owners for use as a multi-purpose support vessel. New owners will reposition and re-flag the vessel for work in the Caribbean. Marcon acted as sole broker in the transaction.

Caldwell Marine, a recent acquisition of Northeast Remsco Construction, has sold their U.S. flag 195' x 42' x 15.5', 3,900BHP tug supply vessel '*Marion C II*' (ex-*El Inspector*, ex-*Northern Light*) to America's Best Inc. of New Orleans, LA. Vessel is powered with twin EMD 16-645E2's with 105" x 105" props in korts. The 1976 Halter built vessel had been laid up at Bollinger's SafeHarbor in Larose, LA for about a year with certificates expired and was stripped of her 4 point mooring system with props and shafts stored on deck. As the "*Northern Light*", she was operated by Offshore Logistics until sold off by the U.S. Maritime Administration in the mid-80's downturn. Afterwards she passed through several hands. In the past years Marcon had been successful in chartering her to a number of Clients off both U.S. Coasts. The new owner has under taken a plan to refurbish the vessel before her anticipated relocating to West Africa this Fall. Marcon acted as sole Broker in the sale.

The U.S. flag sister vessels "*Western Endeavor*" and "*Western Frontier*" located in Prudhoe Bay, Alaska have been sold by WesternGeco LLC to Alaska Diggers. Both seismic vessels were built in 1998 of components provided by Flexifloat. The vessels each measure 135' x 50' x 7' depth of hull. Each of the hulls are comprised of 22 Flexifloat sections connected mechanically enabling disassembly for transportation. The accommodations, controls and thrusters are all modular. Main propulsion for each vessel comes from 2 x CAT 3408 engines, total 900 HP, driving two Thrustmaster outdrive units. Each vessel is also equipped with an additional 350 HP CAT 3408 driving a third Thrustmaster outdrive which acts as a bow thruster. The vessels will be used for non-seismic employment under the terms of the sale. These are the 10th and 11th vessels sold by Marcon for these same owners since 2000. Marcon acted as sole broker in the transaction.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

A 130' aluminum fast supply/crew boat was sold on a private terms. The vessel was built in 1990 by Breaux Bros. Enterprises, USA and her main details are as follows: 130' x 26' x 11.5' depth with 6.3' loaded draft with tankage for 20,187g fuel and 4,857g fresh water. Clear deck measures 67' x 22' with 95T cargo capacity. The boat is powered by four GM12V71TI main engines totaling 2,040 BHP, capable of driving the vessel at 23 knots maximum light speed via four 38" x35" fixed pitch propellers. As brokers, we would be pleased to receive your inquiries for similar tonnage and may be able to develop same for sale on a strictly private and confidential basis.

The Panama flag seismic vessel '*Western Pacific*' located in the U.S. Gulf was sold by WesternGeco Seismic Shipping LP to Gulf Fleet Management LLC. '*Western Pacific*' was built in 1979 by Sing Koon Seng (Pte) Ltd. of Singapore, measures 184' x 39' and is powered by two CAT D399 PC main engines producing a total of 2,180 BHP. She will be retrofitted for non-seismic employment under the terms of the sale. This is the 9th seismic vessel sold by Marcon for these same owners since 2000.

Smith Marine Towing of West Southport, Maine has purchased the '*Lady Monica*' a 47' x 14' x 7' aluminum crew boat built in 1981 by Technical Marine from the Kiewit Companies. The vessel was powered by twin GM8V92's providing a total of 600BHP. She became surplus to the previous Owner after the completion of a bridge project in the Baltimore, Maryland area. The new Owner, an affiliate of Interport Towing and Transportation Inc., provides support services to local marine construction and dredging companies by transporting primarily oil, refuse, construction equipment and dredge spoils in the New England area. The vessel, which has been laid up for about two years, will be trucked back to Maine and refurbished before joining the company's growing fleet. Marcon acted as sole broker in the sale.

Shamrock Marine Services of Ajman, U. A. E. have sold the three U.S. built, Germanischer Lloyds classed utility boats, "*Shamrock Petal*" (ex-*Seabulk Shari*), "*Shamrock Splendour*" (ex-*Seabulk Shindaga*) and "*Shamrock Dream*" (ex-*Seabulk Houbara*) to Guernsey, Channel Islands, based buyers, who will employ them offshore West Africa. The boats, built during the early 1980's, are each powered by a pair of GM16V92 diesels and range from 112' to 127' in length. "*Petal*" and "*Dream*" were built by Hudson Shipbuilding, Inc. and "*Splendour*" was built by Eastern Marine. Buyers are shipping the vessels aboard the Jumbo heavy-lift ship, '*Fairlift*' as deck cargo for transit from Ajman to Douala, Cameroon. Marcon acted as the sole broker in the sale. Last year Marcon brokered the sale of an inland tug from Florida to the same Guernsey based buyers.

2002

The research vessel "*Sensor*", the first vessel ever sold by Marcon back in 1983, and owned by Raytheon Company, has been resold to Hargett Marine of Lafayette, LA. The 136' x 36' x 10.5' vessel was originally built in 1956 as one of the first generation purpose built supply vessels by Harms & Smaihall Shipyard of Orange, TX. She is still powered with her twin turbo-charged Enterprise DMM 363TA's diesel engines producing a total of 1,000 BHP at 950 RPM. She has a large open 109' x 29' clear deck but has been outfitted with a 15 Ton A-frame, a 20 Ton straight boom hydraulic crane and a two ton "knuckle-boom" crane. Over the recent years she has primarily been used in the Seattle, Washington area to test and evaluate sonar products manufactured by Raytheon for the U.S. Navy and commercial markets. The new owner plans to keep her positioned in the Pacific Northwest region and use her for sonar, seismic and research related business opportunities. Marcon acted as sole broker in the transaction. This is the second vessel Marcon has sold for Raytheon this year.

The 106.25' x 26' x 13.3' Research Vessel "*Wm. A. McGaw*", built in 1984 by Waller Marine, Mississippi, was sold by longtime owner Ocean Enterprises, Ltd. to SNS Consulting, Ltd. of the Bahamas. The buyer plans to sail the vessel from the US West Coast via the Panama Canal to the Bahamas where she will be slightly modified and employed as a survey and support vessel. The vessel's hull was originally started as a fishing vessel. Following the failure of the original owner, the unfinished hull was purchased and completed as a research vessel complete with an A-Frame. The McGaw is powered by a single CAT D398TA with a total of 850 HP driving a single fixed pitch propeller. The vessel gains superior maneuverability by way of her 222 HP 360 degree jet type bow thruster which was installed when she was originally built. The McGaw has worked for over 15 years on a wide variety of projects

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

on the West Coast of North America from Alaska to Mexico. Marcon has been involved with the marketing of her for charter or sale since she arrived on the West Coast following her delivery. Marcon acted as sole broker in the transaction.

Raytheon Company of Portsmouth, RI has sold their 118' x 36' x 12.5' research vessel "*Sub Sig II*" to Superport Marine Services Ltd. of Port Hawkesbury, Nova Scotia, Canada. The vessel, which has limited ice breaking capability, has been working for the U.S. Navy performing offshore oceanographic and geophysical support primarily on the U.S. East Coast and deepwater. The Purchaser operates a marine repair yard and charters their vessels to the Canadian government and to offshore oil/gas companies for survey work. They intend to use the vessel for survey, grab sampling, bottom coring and for safety standby vessel services to offshore companies working the oil/gas platforms.

Taurus Marine, Inc., of San Francisco, California has purchased the 65' crew boat "*Jeffrey Arvid*" for service as a water taxi in the San Francisco Bay area. The all aluminum vessel was built in 1969 by Breau's Bay Craft, Inc. of Loreauville, Louisiana. The 65' x 16.6' x 7.8' boat was certified by the U.S. Coast Guard carriage of 49 passengers and is powered with two GM12V71TI turbo-charged main engines. Clear deck aft for cargo is 24' x 15' aft. Marcon acted as the sole broker in the sale.

The ABS classed, dynamically positioned, construction bury / lay vessel "*Discovery*" (ex-*Holis Hedberg*) was sold to Diamond Services Corp. of Morgan City, Louisiana. The Panamanian registered vessel was originally built as an ice-classed, oceanographic research vessel in 1974 by Burrard Drydock in Vancouver, BC, Canada and lengthened by 40' in 1982. The vessel now measures 270' x 42' x 19' depth and is powered by two EMD 12-645E7's totaling 4,300BHP. The vessel's DP system consists of an A.S.K. 4000 JS Nautronix with 360 degree azimuthing thruster on the bow, a 360 degree stern thruster and main engines with split rudder. She also has an eight point mooring system, and quarters for 62 persons. The vessel has been used for pipeline jetting 2" – 60" dia. pipe to 10' below sea floor and fitted with a 12'x12' moonpool and 40" diameter coring well. Vessel was considered suitable for cable lay, coiled tubing lay, dive support, pipeline construction, coring, riser installation, etc. Founded in 1962 by Wallace Carline, Diamond Services Corporation specializes in dredging, pile driving, salvage work, fabrication, pipe rolling capability, and general oilfield construction. Diamond Services owns and operates three pipe barges capable of laying 2" to 48" diameter pipe with a scope of capabilities ranging from marsh canal laying of up to 48" diameter pipe to small size offshore laying and related services.

The pipelay barge, "*Vermillion Bay*" (ex-LB-207) built in 1958 by Levingston Shipbuilding; Orange, Texas and reportedly the world's first offshore pipelay barge was sold to Dixon Marine Ltd. (Gibraltar) by the court appointed Trustee for the estate of TransCoastal Marine Services, Inc. (in bankruptcy). Ownership will soon be transferred to private Nigerian end users, who will employ the barge in local waters. Buyers have shifted the barge to KYE Shipyard, New Iberia, Louisiana for refurbishing and upgrades after which it will be drydocked for class and placed back in service. The ABS A-1 classed, 350' x 60' x 22.5' barge is fitted with Manitowoc 4500 & 4000 pedestal cranes and accommodates 211 persons below deck. Barge was fitted with a pipelay ramp on the starboard side with an articulated 60' long stinger, 8 point mooring system with eight 20,000# stockless anchors, 5 welding and 2 field joint stations, five 60 ton davits and three tensioners with 185 kips total capacity.

The U.S. flag, ABS classed, 254' x 44' x 16', U.S. flag supply boat "*Seacor Clipper*" (ex-*Nicor Clipper*) has been sold by Seacor Marine of Houston, Texas to Aries Marine of Lafayette, Louisiana. The vessel was built 1983 for Nicor Marine Service, Inc. of New Orleans by Moss Point Marine, Inc. and originally designed as a 6,000 BHP, 214' anchor handling tug supplier, but before she was completed, the hull was lengthened 40' and horsepower was reduced to meet the requirements to carry containers for the Military Sealift Command in Florida. When launched, she was believed to be one of the largest offshore supply vessels ever built in the United States. Her high fuel capacity, oversize Falk reduction gears, and large engine room layout remain from her initial design. As presently laid out, the vessel has a deadweight capacity of abt. 1,697 tons carrying 1,000 long tons of deck cargo on a 177' x 32' deck and 236,444 gallons fuel. She is powered by a pair of EMD 12-567's providing a total of 2,700BHP. The vessel will be re-named the "*Elsa Leigh*" after one of the Owners daughters, and will be reconfigured with thrusters fore and aft, in order to accommodate a DP function. In addition, tankage capacity will be increased to allow the

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

vessel act in the capacity of an offshore supply vessel. Marcon acted as the sole broker in the sale. This is the fourth supply vessel Marcon has sold to Aries Marine and the fifth vessel we have sold from Seacor.

Marcon is pleased to announce that it has arranged a 3 month charter (with options) for the 215' x 45' DP Class II Vessel "*Argo II*" (ex-*Augustea Otto*, ex-*Maersk Plotter*) powered with twin MAK diesels providing 3,000BHP plus bow & stern thrusters. Vessel was built in 1978 BV Schp. Waterhuizen and converted to current configuration in 2000. The vessel is now engaged in underwater support in the Mediterranean region, and will become available again towards the end of 2002.

The 78.6' x 34.7' x 9.5' Aluminum Catamaran "*Saber Tooth*", built in 1997 by Peregrine Marine; Anchorage, Alaska was sold by Western Geophysical to private New Zealand interests. The buyer plans to sail the vessel down through Southeastern Alaska, West Coast and Panama Canal to the U.S. Gulf Coast where she will be used as a yacht. Vessel was originally certified as a U.S. Coast Guard Inspected Freight Vessel. Powered by 4 x Lugger diesels total 2,432HP and four North American 24" tractor jets, she delivered abt. 27kn max and 22kn economic speed. Vessel was used as an oceanographic research and crew transfer vessel for the seismic industry in Alaska. "*Saber Tooth*" was unique in that she was designed to be bolted together for transport and was disassembled, transported and reassembled after built. The vessel breaks down into seven major components – 2 hull sections, 1 raft deck, 2 connecting beams, 1 wheelhouse and stack/wheelhouse support structures with a total weight of abt. 70 short tons. Thicker plating allowed the ability to be beached and go dry. We hope she swings by Penn Cove and our offices on the way south. Marcon was the sole broker in the sale.

International Drilling and Marine Works, Ltd. of London, have purchased the lugger style, utility pushboat "*Anna S*", (ex-*Hawg*) from Florida owners who employed her around the Port of West Palm Beach. Vessel was fitted with a pair of turbo-charged GM8V71s for a total of 800HP and fitted with a 9T hydraulic crane. The twin screw 60' x 15.5', 1998 built boat was delivered from Florida to New Orleans for load out aboard a Jumbo ship along with several other small pushboats and barges all bound for Nigeria. Marcon was the sole broker in the sale.

The Panamanian flag seismic vessel "*Western Horizon*" lying in Singapore has been sold by Seismic Shipping, Inc. of the British Virgin Islands to Sphere Thermo-Navigation S.A. of Panama. "*Western Horizon*" was built in 1982 by Sing Koon Seng (Pte) Ltd. of Singapore, measures 212' x 39' and is powered by two CATD399 main engines producing 2,180 BHP. She will be retrofitted for non-seismic employment under the terms of the sale. The vessel will remain in the Far East. This is the 7th seismic vessel sold by Marcon for these same owners since 2000. Marcon acted as sole broker in the transaction.

The seismic vessels "*Western Shore*" and "*Western Wave*" lying on the U.S. Gulf Coast have both been sold by WesternGeco Seismic Shipping LP of Panama to Subsea Petroleum Services. "*Western Shore*" was built in 1982 by Quality Shipyard in Mississippi, measures 156' x 38' and is powered by two CATD399 main engines producing 2,250 BHP. "*Western Wave*" was built in 1983 by Moss Point Shipyard, measures 162' x 41' and is powered by two CATD398B main engines producing 1,650 BHP. Both vessels were originally built for Western Geophysical as seismic vessels and will be retrofitted for overseas non-seismic employment under the terms of the sale. These are the 5th and 6th vessels sold by Marcon for these same owners since 2000. Marcon acted as sole broker.

Rev-Lyn Contracting Co. of Boston, MA has sold their 40 passenger crewboat "*Harbor Queen*" to National Energy Corporation of Trinidad. The vessel was built in 1990 of all aluminum construction by Neuville Boat Works of Louisiana. She measures 46' x 15' x 5.6' and is powered by 2 x GM8V71N main engines producing 600 BHP. The vessel will be repositioned to Trinidad where she will work in the oilfield service sector. Marcon acted as sole broker in the transaction.

2001

Marcon is pleased to announce that it has successfully brokered the sale of the former standby-safety vessel "*Britannia Chieftain*" (ex-*Arsterturm*) to European interests. The vessel was built in 1973 by J.G. Hitzler, Germany and most recently worked in the standby-safety market (previously fitted and certified for 250 survivors), and her

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

main particulars as noted as follows: 173.3' x 36.1' x 13' depth, 2 x MWM (type: TBD440-8) with 1,900BHP; Fuel – 459cum.

Caldwell Cable Ventures have chartered their 4-point mooring vessel "*Marion C. II*" (ex-*El Inspector*, *Northern Light*) to a U.S. Gulf company. The vessel measures 195' x 42' x 15', was built in 1976 by Halter Marine, and is powered by 2 x EMD16-645 totaling 3,900 total BHP. The vessel is capable of various offshore and cable related tasks. Marcon acted as sole broker in the transaction.

Indowise Shipping Ltd. has sold their 65' crew boat "*Vespac I*" to Western Pacific interests. Sewart Seacraft originally built the boat as a crew boat in 1974. She measures approximately 65' x 18' x 10' and is powered by 2 x GM12V71TI main engines producing 1,050 BHP. The vessel will be used in the vessel services business. Marcon acted as sole broker in the transaction.

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

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

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

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

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

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

500 feet. The barge will also be capable of burying pipelines up to 60 inches in diameter to depths of 16 feet below the sea floor. The barge is scheduled for deployment later this year.

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

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

Arabian Gulf Mechanical Services of Kuwait have purchased the crew boat "*Sea Vixen*" from Cuig Maritime of Singapore. The vessel was originally built in 1985 by Halter Marine (USA), measures 101.59' x 21.25' x 9.51', is powered by 3 x GM12V71TI main engines developing 1,530 BHP, and carries 52 passengers. The vessel is classed ABS +A1 +AMS and has an ABS Loadline. She will be shipped as cargo to Kuwait where she will work in the Persian Gulf oilfields. Marcon acted as sole broker in the transaction.

Bisso Marine Co. of New Orleans, has purchased the triple screw U. S. flag tug "*Seacor Guard*" from Seacor Marine Corp. of Houston, TX. The 97' x 30' ABS classed vessel was originally built in 1984 by Moss Point Marine for use as a mooring boat in West Africa and was outfitted for firefighting and pollution control. Propulsion is a three GM12V149's totaling 2,400BHP driving fixed pitch open prop. Vessel is also fitted with a 100HP bow thruster. The vessel returned from West Africa in 1999 along with a similar smaller vessel and was refurbished at Steiner Shipyard in Bayou LaBatre.

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

Rincon Marine, Inc. of Port Hueneme, CA have sold their 1004 GRT anchor handling tug supply vessels "*Santa Cruz*" and "*San Miguel*" to Seacor-Smit, Inc. of Houston, TX. Eastern Shipbuilding originally built both sister-vessels in 1999. They measure 190' x 44' x 16' and are powered by twin CAT 3516B main engines delivering a total of 4,400BHP. "*Santa Cruz*" will continue to work on the U.S. West Coast and the "*San Miguel*" will work in the U.S. Gulf. Marcon acted as sole and exclusive broker in the sale.

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

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

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

2000

The three TransCoastal business divisions of HBH, inc., Woodson Construction Company and the Kori Corporation have been sold to Sunland Construction, Inc., of Eunice, LA. The three Louisiana based divisions were involved in transitional zone pipe lay and construction work, with the Kori Corp. being the manufacturing arm building undercarriages and assembling marsh buggies for their worldwide market. The sale included all of the divisions assets excepting real property at the Delcambre, and Lafayette facilities. Also excluded from the sale is the 1995 built 260' x 72' pipelay / bury barge "*BH-400*", which remains available for sale. Sunland Construction, Inc. is a pipeline construction company serving the needs of major oil and gas companies throughout the Southeast, Central and Rocky Mountain regions of the United States. Incorporated in Louisiana in 1974, they have since grown into one of the largest pipeline contractors in the U.S. employing an average of 500 people with a peak workforce of over 1,200 employees. By acquisition of the three ex-TransCoastal divisions, Sunland will expand their pipelay capability to include work in marsh, swamp and coastal inshore areas. Excess of 40 items of floating equipment were included in the sale including lay, spud, jetting and crane barges, small tugs, crewboats, skiffs, marsh buggies, and work floats.

CSI Hydrostatic Testers of Lafayette, Louisiana has been sold to Weatherford International of Houston, Texas. CSI Hydrostatic was one of the divisions of the Houston based marine construction company TransCoastal Marine Services, Inc. Since the 1960's the founding companies of TransCoastal's pipeline and marine group installed, repaired and rehabilitated pipelines both on and offshore worldwide plus hydrostatically tested pipelines and provided construction support services through marsh and swamp environments to onshore facilities. Through its divisions, Weatherford has provided for over a half century expertise in well completion, well construction, production enhancement and well abandonment services. Weatherford employs more than 10,000 people and sells its products and services through divisions that operate in more than 300 locations worldwide.

Keen Waters Navigation Ltd. has fixed the ice 16,800BHP, 297' x 56' ice breaking tug supply boat "*Kigoria*" (ex-*Canmar Kigoriak*) to U.S. interests. The Lloyd's classed vessel was originally built in 1979 by St. John Shipbuilding and Drydock for Amoco and was previously operated by Canmar Marine in Canadian Arctic oilfield operations. Vessel will now work in cable related operations. Marcon acted as the sole broker in the transaction.

Manson Gulf, Louisiana has sold its 38' twin screw / steel hulled crew boat the "*Mr. Ray*" (38' x 15') to Intertug, S.A., Colombia. The vessel will be shipped to Colombia where it will be refurbished and placed into Buyer's service.

Graham Boats, Inc. of Morgan City, Louisiana has sold their U.S. Flag, 1980 built, 96' x 24' x 7', 680 BHP, Utility Boat "*Lee G*" to Trans Hex Group of South Africa. The vessel will be used by new owners in the mining of diamonds in waters off South Africa. Marcon acted as sole broker in the transaction.

Seabulk Offshore, Houston, TX has sold the quad screw, 110' x 23' x 12' crew boat "*Seabulk Evangeline*" built 1981 by Breaux Bros. Enterprises to U.S. Gulf interests. The vessel was powered with four GM12V71TI's for a total of 2,040BHP. She will be employed in the U.S. oil patch within the Buyer's fleet.

Tidewater Marine, Inc. has sold their crew boat, the "*Norma Tide*" (built 1981 by Swiftships, 105' x 22' x 9.7', 1,530 HP) to Associated Marine Services of Trinidad & Tobago. The boat will be repositioned from the U.S. Gulf to Trinidad.

Western Geophysical Co., Houston, TX has sold its 196' x 43' x 18' ex-seismic vessel hull to Dutch Buyers. The hull was launched in June '99 and completion was abandoned shortly thereafter. The hull was lying idle and unfinished at Bollinger's in Amelia, LA for about one year. The new Owner will have the hull towed to The Netherlands and completed at a shipyard in that region as an underwater support vessel. Once completed, the vessel will be employed in the new Owners fleet.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Ocean Runner, Inc., Galveston, TX has sold two crew boats to Bambini Srl, Ravenna, Italy. The vessels "*Carrie G.*" (110'x22' built 1978 by Camcraft, 3xGM12V-71TI) and the "*Brandie G.*" (125'x24' built 1979 by Swiftships, 3xGM12V-92TA) will be loaded on board a freight vessel in New Orleans, LA at the end of the month and shipped to Italy for refurbishment / classification under Rina Class and employed in the Buyer's existing fleet in the Mediterranean.

The 216' x 46' x 22.5' depth PSV "*Serviceman*" (ex-*Smit Marlin*) has been sold to European Buyers for conversion to dive support / underwater construction service. The vessel was built in 1977 by Scheepswerf De Waal, The Netherlands, and has 2 x Bolnes with total 4,200BHP driving twin VPP wheels in fixed kort nozzles. Clear deck – 128' x 36' with 1,000mt deck load. 8,296 ft.³ drybulk in 5 tanks, and 3,245m³ of liquid mud. She will have a 300mt crane fitted, as well as extra quarters and a 4-point mooring system for her conversion to underwater construction support.

Graham Boats, Inc. of Morgan City, Louisiana has sold their U.S. Flag, 1978 built, 83.5' x 24' x 7', 680 BHP, Utility Boat "*Brett G*" to private interests. The vessel will be converted to carry cargo between Haiti and Florida. Marcon acted as sole broker in the sale.

Ensco Marine of Broussard, Louisiana has sold their U.S. flag, 190' x 38', 5,750BHP anchor handling tug supply boat "*Ensco Giant*" (ex-*Ram Challenger* (88), ex-*Estelle Briley* (86), ex-*Estelle Briley* (81), ex-*Florida Martin II* (78)) to Odyssey Marine, Louisiana. The vessel was built in 1976 by Mangone Shipyard in Houston, Texas and was fitted with a Smatco DAW-250 double drum waterfall anchor handling / towing winch. Vessel will be renamed "*Odyssea Giant*" and used in offshore anchor handling and towing in support of the new owners offshore construction business both domestically and internationally. This purchase increases Odyssey's fleet to 24 vessels. Marcon acted as sole broker in the sale.

Western Geophysical has sold their Panamanian flag 265' x 59' x 23.25' seismic vessel "*Western Hercules*" (ex-*Safe Truck* (87), ex-*Solvaar* (83), ex-*Safe Truck* (82)) to Smit International to be used outside the seismic industry. Vessel was re-named the "*Ocean Hercules*" and put to work in a new joint venture with Oceaneering International called Smit-Oceaneering Cable Systems, LLC (SOCS). The vessel will be fitted as a dedicated DP telecommunications cable lay / repair / burial ship. Vessel was originally built in 1980 by G. Eides Sonner A/S in Norway as a North Sea pipe carrier and rebuilt 1988 as a seismic vessel. Vessel is powered by two Polar Nohabs total 5,280BHP plus fitted with two 800HP bow and two 500HP stern thrusters.

Tidewater Marine, Inc. has sold their crew boat, the "*NORMA TIDE*" (built 1981 by Swiftships, 105' x 22' x 9.7', 1,530 HP) to Associated Marine Services of Trinidad & Tobago. The boat will be repositioned from the U.S. Gulf to Trinidad.

115' crewboat also purchased at same time on private terms.

1999

Mackerel Shipping, Ltd. has sold is 160' supply vessel style cargo vessel "*Bulk Trader*" to Caribbean interests. The vessel was built in 1970 by Mangone S.B Corp., Houston, TX as the "*Harold Tide*", and was most recently engaged in the island trade hauling containers, and other equipment. Her main parameters are 160' x 36' x 13' depth / 10.6' draft. Fuel oil - 86,000 gals. Her clear deck measures 103' X 34' and has 450 long tons capacity. She is powered by 2 x EMD 12-567 (2,400 BHP) which drive fixed pitch propellers. She will be refurbished and placed into island service within the Caribbean market.

Promar, Inc. of Rockport, TX has sold its 65' utility boat "*Nimrod III*" (built 1982 Steiner Shipyard, with 2 x GM8V-71 main engines) to Venezuelan Buyers. The vessel will be deleted from the US Registry and taken to Venezuela for service in oilfield support.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Tidewater Marine, Inc. has sold their two crew boats, the "*Murdoch Tide*" and "*Smith Tide*" (sisters, built 1983/82 by Lantana Boatyard of Florida, 65' x 20' x 8.5', 1,020 HP) to Coloured Fin Limited of Trinidad & Tobago. The boats will be repositioned from the US Gulf to Trinidad where they will work in the ship services business.

Taurus Marine, CA has purchased the 41' aluminum crew boat "*Devon*" (41'x13', Built 1971, 2 x GM8V71s) from Sylvester Tug, Morro Bay, CA. The vessel will be used in San Francisco Bay in the Buyer's existing fleet.

Platte and Parana River operators, Paranave S. A., Asuncion, Paraguay have sold the M/V "*Ava Guarani*" (ex-Hohentor (88)) to private interests from Brazil. The former 174' x 36' 1,900BHP tug/supply boat was built in 1973 by German builder J. G. Hitzler. Paranave used the boat in river service carrying containers on deck and pushing barges ahead with bow fitted tow knees. New owner intends to convert the vessel into a sports-fishing mother-ship whereby two sports-fishing boats may be easily loaded and launched from her main deck.

C & C Boats of Southern California have sold their 57' x 17' crew boat "*Irene T. II*" which was built in 1970 by Halter Marine to Anchorage Launch of Portland, Oregon. Anchorage will employ the boat in their ship services business on the Columbia and Willamette Rivers. This is the second boat we have sold for C&C and also the second we have sold to Anchorage Launch. Marcon acted as sole broker in the sale.

C & C Boats of Southern California has purchased the U.S. flag 120' x 24' Crew Boat "*Miss Johnette*" which was built 1988 by Breaux Bay Craft from Graham Offshore of Texas. C & C will reposition the vessel to the West Coast and operate her in the oil fields off California. Marcon acted as sole broker in the sale.

Stolt Comex Seaway, Inc. have fixed their research / offshore support vessel "*American Patriot*" (165' x 36' x 11.5' / 1,530 BHP / Twin Screw) on a multi-month time charter to TeleDanmark International (TDI), Inc. TDI will utilize the vessel to support the "*Maersk Fighter*" employed in cable related work along the US West Coast and Alaska.

Crewboats, Inc., Chalmette, LA. have sold the crewboat "*Midnight Runner*" to Damus, Ltd, Port of Spain, Trinidad. The 47' x 15' vessel was built by Breaux Baycraft in 1979. New owners will employ the boat in support of their pipelay project in Trinidad. Marcon had previously sold DAMUS a similar crewboat in 1998. Marcon was sole broker in the sale.

1998

U.S. Interests have chartered the 232' x 60' x 27' new dynamically positioned Offshore Support / Cable Vessel "*Miss Clementine*" which was built 1998 by Pan United Shipyard from European owners. Vessel will work in Southeast Asia.

Intertug, S.A., Colombia has sold its 134' x 26', 2,200HP tug supply boat "*El Buzcador I*" (ex-Grey Fish) which was built 1969 in France to Atlantic Towing and Salvage of Florida. The vessel was laid up at anchorage and Buyers took her under tow to the Southeast United States where they are currently undertaking a total refurbishment of the vessel to place her back in service within their fleet. The vessel will be re-named and placed under Panamanian Registry. She will be open for towage, and time charter interests within about 1-2 months. Owners also operate a similar ex-Fish vessel which Marcon sold out of Italy a couple years ago.

Private South American interests have purchased the 177' x 32' seismic survey vessel "*Charlotte Explorer*" from Sewell's Marine Group of Vancouver, British Columbia. The vessel was originally built by Jeffboat in 1966 for Shell as the "*Phaedra*" and converted in 1992 to a passenger charter vessel and operated in the Queen Charlotte Islands as a mother-ship for sport fishing and later supporting a mining operation in the Solomon Islands. Buyers intend to convert the vessel to a private yacht.

West Coast Bridge of Benicia, CA has purchased the crew boat "*Colleen*" (1957 Breaux Bay Craft / 47' / 24 pax / steel hull / aluminum house) from C & C Boats of Southern California. Marcon acted as sole broker in the transaction.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Saipan Crewboats, Inc, Saipan, MP have purchased the crewboat "*American Progress*" from Ceanic, Inc., Oxnard, CA (formerly American Oilfield Divers). The 65' aluminum boat was built by Breaux Baycraft, LA in 1969, and was in service on the US West Coast for many years, when known as the "*Golden Bear*". New owners will transport the boat as ship deck cargo to Saipan, where it will join their fleet in general crewboat service.

Mexican buyers have purchased the 2,250BHP, 180' x 38' supply boat "*Helios*" (ex-*Pargo*, ex-*Hope Tide*) which was built in 1975 by Halter Marine from Titan Carriers of the Bahamas. Marcon acted as sole broker in the transaction.

Chainco A/S, Hagesund, Norway has purchased the AHTS Vessel "*Bon Valor*" (ex-*Edda Salvator*, built 1973 Voowaarts BV, 196' x 40', 2 x Polar Nohab with 6,160BHP) from Akasya Ventures, Inc., PI. The vessel will undergo drydocking in Philippines and then repositioned to Norway for Owners service.

Crewboats, Inc., Chalmette, LA. have sold the crewboat "*Capt. Pat*" to Damus, Ltd, Port of Spain, Trinidad. The 47' x 15' vessel was built by Breaux Baycraft in 1983. New owners will employ the boat in support of the offshore oilfield in Trinidad.

Gulf Offshore Marine International, Inc. of Lafayette, Louisiana, has fixed on charter their 3,500 BHP 186' AHTS "*Sea Eagle*" (Built 1976, Vosper Thornycroft, Singapore) with Margus Co. Inc. of Edison, New Jersey. The vessel will operate in Southeast Asian waters. Marcon acted as sole broker for the transaction.

1997

Central American Line S.A. of Panama has sold the research vessel "*Blue Sky 1*" (Built 1976, Gdynia Shipyard, Poland, 295' x 50' x 22' with 4,800 BHP/1 x Sulzer) to UK interests.

Navegacion Y Tecnologia Maritime, Argentina has purchased the 176' tug supply boat "*Ava Guayaki*" (ex-*Lubeckertor*, Built 1968 J.G. Hitzler, 2 x MWM with 2,740BHP) from Paranave, S.A., Paraguay. The vessel had been trading in fresh water for the past 7 years, and will now be placed into new Owners service offshore Argentina.

Lowline, Ltd., UK has sold its ROV/Submersible support vessel "*Lowland Searcher*" (ex-*Auricula*) to Buyers T.L. Geohydrographics Sdn Bhd, Malaysia for service in the Far East/SE Asia region. The LR Classed vessel was built in 1980 by Ferguson, UK and was once a UK Ministry of Defense Vessel. Her basic details are as follows: 195.6' x 38.7' x 19.7' depth, 2 x Mirlees (1,300BHP), 5' moonpool, quarters for 27, 10mt A-frame, etc. The vessel just came off charter in the North Sea and is enroute to the Far East with Seller's supplied crew on board.

Coulson Marine, Port Alberni, BC has sold the support/work vessel "*Coulson Marine No.1*" to Supportworx B.V., The Netherlands. The vessel was originally built as the "*Frank Broderick*" in 1965 at Yarrow's Shipyard, Vancouver, BC. She was then modified/rebuilt to her present configuration in 1980 for upwards of CAN \$20 million as part of the extensive Arctic Oil rush acting as an ice class geophysical survey / support / coring vessel. Once the lights in the Arctic were turned off she remained fairly idle for several years until sold into helicopter logging service (via Marcon) in 1995. She will now serve in the North Sea for her new Owners in Oilfield related survey / support work. The vessel measures 295' x 42' and is powered by 2 x EMD16-278A's with a total 2,880BHP. The vessel is fitted with 5-point mooring, a tweendeck storage area (120' x 39') with bow doors/ramp, a 12' x 12' moonpool and helipad. Extensive quarters for 19 crew and 27 supers with very nice accommodations. Marcon acted as the sole broker in this transaction.

MNM Boats, Inc., Golden Meadow, LA has purchased the 192' supply boat "*Polar Venture*" from Northland Services, Seattle, WA. The vessel was built in 1976 by Blount Marine, Rhode Island as the "*State Ebony*" (192' x 40' with CATD399's, 141' x 31.5' clear deck). She was purchased by the Seller in the early 1990's and converted at Burton S/Y for service in the container feeder trade in Alaska. The vessel worked in this service until the middle of August, and was just delivered to the Buyers in Seattle for mobilization to the US Gulf, where she will be placed into Oilfield service. Marcon International, Inc. was appointed exclusive broker on this business and, as a true sign of

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

the market conditions, will note that she was on the market for no more than 3 days before being placed into contract.

Caribbean Exploration Shipping Ltd. of Tortola, British Virgin Islands has purchased the ex-oil field supply boat "*Veronica M*" (ex-*Cheramie Bo-Truc 16*) from a group of Alaskan fisherman. The 166' x 36' boat was built in 1968 by American Marine Corp. of New Orleans and powered by a pair of CAT D398A's for a total of 1,530BHP. Buyer's intent is to use the vessel in their inter-island trade in the Caribbean after drydocking, making some repairs and delivering south.

J&L, CIA of Esmeraldas, Ecuador has purchased the 1990 Neuville built crewboat "*Navaho*". The 47' x 15' aluminum vessel will be modified for service as a pilot boat in Ecuadoran ports. This is the 2nd vessel of this type that Marcon has brokered to J&L. Seller's were the International Wildlife Coalition, of E. Falmouth, Mass., who used the boat for whale watching.

Hvide Marine, Inc., Ft. Lauderdale, FL has purchased the M/V "*American Empire*" (ex-*Jean Lafitte*) from Venture Pacific Marine of Seattle. This is the fourth vessel of its class to be sold to Hvide by Venture Pacific within the past 9 months - all of which were brokered through Marcon. The 194' x 40' x 17' vessel was built by Halter in 1974, and converted from oilfield service to a crab fisher/processor in 1989. Like her sisters she will be re-converted back to supply boat configuration and operated by Hvide subsidiary, Seabulk Offshore. Propulsion power is from CAT 3606 engines. Owners are unsure at this time whether or not to lengthen the boat to LOA of 225' as is currently being done with her sister's.

Dolphin Workboats, Ltd. of Morgan City, LA has sold the utility boat "*Hope D*" to International Construction Services, Inc., of New Orleans. The 110' x 26' boat was built by Master Boat Builders, Inc during 1981. New owners reportedly will place the boat on charter to one of the major oil companies for platform supply service in the US Gulf.

Crowley Marine Services of Seattle, WA has sold their 165' x 36' x 15' tug supply vessel "*Rig Engineer*" to Atlantic International Ltd. of Galliano, Louisiana. She is powered by twin EMD 12-645E5 turbo-charged totaling 4,300BHP. New owners took delivery in Seattle and will sail the vessel back to the U.S. Gulf returning her to offshore oilfield service departing the third week in February. The boat, renamed "*Louis Eymard*" was built 1967 by Mangone Shipbuilding for Crowley to provide service to rigs in offshore drilling fields. In the last couple of years the vessel has primarily been involved in project tows and cargoes to in the Western Pacific and to the East Coast. Marcon acted as sole and exclusive broker in the sale. This is the sixth U.S. flag supply boat which Marcon International sold within the last six months back into the U.S. Gulf "oil patch".

L&M Botruc Boat Rentals, of Golden Meadow have purchased from the Jore Group their two sea going tug supply boats, the 3,900BHP "*C Truc #4*" (ex-*Alaskan Victory*, ex-*Acadian Victory*) and near sister 3,080BHP "*C Truc #5*" (ex-*Hawaiian Victory*, ex-*Acadian Patriot*). Principal dimensions of the 1974/75 built, ex-oilfield boats are 176' x 38' x 13.5'. Both boats were originally sold out of the offshore petroleum industry in the mid-80's by then Acadian Marine and have been trading between Seattle, Hawaii and Alaska towing container barges. The "*Alaskan Victory*" was repowered with two EMD16-645E2 diesels in 1988, replacing the original Polar Nohabs. The new owners plan to re-enter the boats into the U.S. Gulf oilfield. Present plans call for stretching, and repowering the "*Hawaiian Victory*", and using the "*Alaskan Victory*" "as is", but adding bulk and liquid mud capacity. Jore is replacing the "*Hawaiian Victory*" and the "*Alaskan Victory*" with conventional model bow tugs of greater horsepower. Marcon International, Inc. acted as sole broker in this sale and also arranged for a tow-of-opportunity of a 260' x 48' barge from Tacoma, Washington to the Panama Canal to assist in paying for the cost of mobilization around to the U.S. Gulf.

1996

Marine Transportation Services, Inc. of Panama City, Florida has sold their 136' x 32' x 11.3' supply boat "*Joey D*" (ex- *Raphael Semmes*, *Bariod Hustler*) to Payette Ships (Panama). Boat was originally built in 1963

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

by American Marine of New Orleans and rebuilt by Queen Craft in 1980. "*Joey D*" was powered by a pair of CAT D353TA diesels total 850BHP. She had a clear deck aft of abt. 95' x 20' and fitted with two 750 sack dry bulk tanks. Vessel was Coast Guard Certified for carrying 15 persons and had an ABS load line. Intended trade is in the Caribbean.

Hvide Marine, Inc., Ft. Lauderdale, FL has purchased two 194' x 40' ex-tug supply boats from Venture Pacific Marine, WA. After conversion the boats will be operated by their subsidiary Seabulk Offshore, LA. The two vessels will be lengthened to 225' for deepwater service, and will also be given increased mud capacity and dynamic positioning. Marcon acted as sole broker in the transaction. This sale makes the second and third vessels that Marcon has sold to the Buyer in the last 6 months."

Geotron B. V., Curacao, N. A. has chartered the self-propelled lift boat "*Mr. Kilren, Jr*" from New Orleans operators. The 27' x 60' boat with 100' legs will be engaged in coring work in Curacao for about a month.

Hvide Marine / Seabulk Offshore has purchased the 125' crewboat "*Carol*" from Leppaluoto Offshore Marine, Inc., Vancouver, WA. The crewboat, built 1985 by Gulf Craft and powered by 4 x Cummins (type: KTA19M) with 2,600BHP, will continue working in the US Gulf for the new Owner under the Seabulk Offshore fleet name. Marcon acted as sole broker in the transaction. This is the second crewboat that Marcon has sold to the Buyer in the past two years.

Cypress Charters, San Jose, CA has taken delivery of the 65' crew boat "*Mallard*" from Red & White Fleet (CMS), in San Francisco, CA. The 1966 Breau built vessel with 2 x GM12V-71 powered vessel will undergo modification and then be placed into dive charter service off the Central Californian Coast alongside the Owners existing business. Marcon acted as sole broker in the transaction. This is the fourth vessel to be sold via Marcon (as exclusive broker) from the Crowley fleet in the month of June '96.

Ocean Runner, Inc. of Galveston, TX has purchased the AHTS "*Goliath*" (ex-HOS. *Goliath*, ex-*State Brigade*) from Gilco, Inc., of Anchorage, AK. Marcon had previously brokered the sale of the vessel to Gilco in 1995. New owners took delivery in Seattle and will sail the vessel back to the US Gulf returning her to offshore oilfield service. The 190' x 38' x 16' boat was built by American Marine during 1973. Main drive engines are EMD16-645E5s producing 5,750 BHP.

Somat SRL, Italy has sold its 135' twin screw tug supply boat "*Punta Libeccio*" (ex-*Spray Fish*), 2,400BHP built 1975 by De La Perriere, France. The new Owners Payette Ships (U.S.), Inc. Florida have just taken over the vessel (re-named the "*Joan Salton*") in Trapani, Italy and are preparing the vessel for a tow to the West Coast of North America, with further repositioning to the Caribbean/Gulf of Mexico region.

Oceanmotive B.V. of Den Helder, The Netherlands has sold their 185' 5,750BHP tug supply boat "*Mammoth*" to McKeil Workboats of Hamilton, Ontario, Canada. The vessel was originally built in 1971 by Mangone Shipyard in the U.S. and operated for many years for Penrod Drilling Co. She was powered by a pair of turbo-charged EMD16-645E5s. Vessel is scheduled to depart The Netherlands for Eastern Canada around the end of March 1996. This is the second vessel Marcon has sold McKeil within the last six months.

The Candy Fleet of Morgan City, LA has sold the crewboat "*Candy Jar*" to Depromar, S. A. of Argentina, who will use the vessel to support their fishing fleet in South American waters. The 100' vessel was built by Swiftships in 1974, and is driven by three GM12V71 diesel engines.

The crewboat "*Adventure*" was sold by Bald Head Island Transportation of Southport, NC to West African interests for eventual use in the Nigerian oilfields. The 46' vessel was built by Neuville in 1983, and is driven by two GM8V71 diesel engines.

1995

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Swire Pacific Offshore Services (Pte) Ltd. of Singapore chartered the 6,400HP 208' tug supply boat "*Wira Wijaya*" and 3,600HP 189' tug supply boat "*Pacific Lance*" to Enterprise Oil and Canadian Marine Drilling to support the drill ship "*Canmar Explorer III*" in an exploratory drilling program in the Seychelles Islands between August and November '95. Marcon acted as sole broker in the charter.

Jamaica Energy Partners Ltd. have purchased the crewboat "*Miss Mary*" from Morrill & Associates, of New Orleans, renaming her "*Banana Quit*". The 1981 built twin screw, 39' aluminum vessel will be modified to a spill response boat, and fitted with skimmers to support JEP'S new 80 megawatt floating power plant in Kingston, Jamaica.

Northern Transportation Company Ltd. (NTCL) of Edmonton, Alberta, Canada has sold their Canadian flag 297' seismic survey and coring vessel "*Frank Broderick*" to private Canadian interests. The vessel was originally built as a landing craft in 1965 by Yarrows Ltd. and converted during 1980 to an Arctic class survey vessel. New Owners plan to bring the vessel out of the Canadian Arctic this summer to British Columbia where she will be employed in the timber business. Vessel had been nicknamed "*the Cadillac of the Arctic*" by many who sailed on her. Marcon was exclusive and sole broker in the sale.

Gilco Construction, Inc. of Anchorage, Alaska has purchased the U.S. flag 5,750BHP 190' x 38' tug supply boat "*HOS Goliath*" (ex-*Goliath*, ex-*State Brigade*) built 1973 by American Marine from Hornbeck Offshore of Galveston, Texas. Gilco plans to tow their 260' x 72' ocean deck barge "*Quinalt*" (ex-*Yucatan 260* also purchased through the auspices of Marcon) from the Gulf Coast to Seattle later in July. Once in the Pacific Northwest the tug and 260' barge will be engaged in carrying modular homes from the state of Washington to Alaska. This is the fourth supply boat that Marcon has sold for Hornbeck within the past twelve months. Marcon acted as sole broker in all four sales.

Abdon Callais Boat Rentals, Galliano, LA purchased the 125' x 26' x 12' utility boat "*Mr Kendo*" from North Bank Towing. Vessel will be utilized in Buyer's fleet with operations in the U.S. Gulf. Marcon acted as sole broker.

Seabulk Offshore Services, Lafayette, LA traded its 110' crew boat "*Thunder Goddess*" for the 100' crewboat "*Amanda Lynn*", owned by Coastal Ventures on undisclosed terms. Marcon acted as sole broker.

Maridive & Oil Services of Cairo, Egypt have fixed a 12 month time charter of their anchor handling tug/supplier, "*Maridive XII*" to Projet Pétrolier de Sémé, of the République du Bénin. The 1982 built, 176' x 38' 4,000 BHP vessel will be operating out of Cotonou in support of offshore oilfield production platforms. Marcon acted as sole broker in the charter.

Buccaneer Marine, Ventura, CA has sold its 110', 1973 built utility boat "*Buccaneer*" to foreign Buyers on private and confidential terms. Marcon acted as sole broker in this sale.

Clean Sound Co-Op of Edmonds, WA has sold the 65' 1966 built Breaux Bay Craft aluminum hull crew boat "*Merlin*" to Ship Services, Long Beach, CA. The new Owner will take delivery of the vessel in the Pac NW, and bring her down to Southern California where she will be used in conjunction with existing support vessel/oil spill response services already in place. Marcon acted as sole broker in this sale.

Port Neches Towing of Port Neches, Texas has sold the crewboat "*Hunter*" to J & L CIA, Esmeraldas, Ecuador. The 47' twin screw vessel was built by Neuville Boatworks in 1977. The boat was delivered alongside ship in Houston for loading and overseas shipment. "*Hunter*" was formerly named "*Mandy*". Marcon acted as sole broker in the sale.

Canadian Marine Drilling Ltd. (CANMAR) of Alberta, Canada has sold their 185' 5,200BHP ice classed tug supply boat "*Canmar Supplier VII*" to Ocean Navigation, Inc. of Quebec, Canada. The vessel was originally built as the "*Polar Shore*" in 1971 by Cochrane & Sons, Ltd., U.K. and classed Lloyds +100A1 Ice Class I. She was repowered in 1982 with twin Deutz diesels and spent most of her life in the Canadian Arctic supporting CANMAR's drilling programs. During Fall 1993 she towed the 352' x 92' ocean work barge "*Peter Kamlingoak*" out of the Arctic to

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Vancouver, B.C. where both units were laid up. After drydocking the vessel at Allied Shipbuilders in North Vancouver, the new Owners plan to sail the vessel down the Pacific Coast to the Panama Canal and up to Eastern Canada where she will be undergo a major refurbishing and modification. Marcon acted as sole broker in the sale and was one of several exclusive brokers. This was the seventh vessel / barge sold through Marcon belonging to Canmar.

1994

New York based Fairfield Industries purchased the R/V *"Digicon Explorer"* from Digicon Geophysical. The 180' vessel was built by Modern Marine S/Y in 1980. Prime movers are 2 x Wichmann diesels producing total 2,700 BHP. After some repair work and extensive modifications the vessel will be put in seismic service in the U. S. Gulf.

The 154' x 56' SWATH style dive support vessel *"Twin Drill"* (ex-*Jarmac 57*) was sold on private and confidential terms. The 1967 Dutch built vessel served as a multi-purpose support vessel in the offshore market conducting core drilling, surveys, ROV/Dive support, sub-sea maintenance and inspection, etc., and had also served as a support vessel to the 8,300' depth, manned submersible *"Pices VI"*. Vessel will be converted to Buyer's service.

Olympic Shipping, U.A.E. purchased the straight supply vessel *"Seawind"* (199' x 38' built 1969, 2 x CATD398) from Gulf Offshore Marine, USA. Vessel will be registered under U.A.E. Flag and placed into service on contract in the Mid-East after delivery from Singapore.

Star Shipping of Tortola, British Virgin Islands purchased the Panamanian flag 2,250BHP 185' x 40' *"Sky Seal"* from Central American Line S.A. of Panama. The vessel was originally the 1978 built seismic survey boat *"Black Seal"* which was purchased from the U.S. Maritime Administration in 1990 and refurbished / converted to haul containers in the Caribbean by Burton Shipyard of Bridge City, Texas.

Towboat Services & Management, Hawaii has purchased the two - 40' crew boats *"Sea Ruby"* and *"Denise C"* (en-bloc) from Valdez Marine Transportation, Valdez, AK. The vessels have been shipped via barge from Alaska-Seattle-Hawaii, and will be used in conjunction with the Buyer's existing operations in Hawaii.

Mid-east Buyers have purchased the 132' 1984 built *"Astro Curima"* from Astromaritima Navegacao of Rio de Janeiro, Brazil. Vessel will departed Rio on her own bottom.

Hornbeck Offshore Services sold the three 185' 2,200HP supply vessels *"Dapper Dan"* & *"John Henry"* *"Omaha"* built 1973, in an "en bloc" deal to Aries Marine Corp. of Lafayette, LA. The vessels have been renamed *"Chris V"*, *"Shelby C"*, *"Lauren E"* respectively and were into immediate service in the U.S. Gulf Coast offshore oil market.

Canadian Marine Drilling of Calgary, Alberta, Canada has sold their 130' x 44' 2,250BHP multi-purpose tug supply / coring vessel *"Canmar Supplier V"* to Anya Holdings of Cape Town. After being laid-up/ mothballed since 1986, the vessel is being prepared by the Buyers for the voyage to South Africa.

Wirana Pte. Ltd. of Singapore purchased the 376' drillship *"Canmar Explorer"* from Canadian Marine Drilling of Calgary. The 17,400BHP ice breaking tug supply boat *"Canmar Kigoriak"* towed the *"Explorer"* out of McKinley Bay in the Canadian Arctic and handed her over to the Russian tug *"Neftegaz 70"* off Dutch Harbor in the Aleutian Is., Alaska. *"Neftegaz 70"* continued the tow to the Far East where the drillship will be scrapped.

Canadian Marine Drilling of Calgary, has sold the 184' 5,200BHP ice classed tug supply boat *"Canmar Supplier VI"* to Intership Limited of Kingstown, St. Vincent & the Grenadines. The vessel, renamed *"Supplier VI"*, towed the 315' x 105' ocean barge *"Arctic Breaker"* about 7,000 miles from Vancouver to Manila, Philippines before proceeding on to the Arabian Gulf to work.

The 168', 3,000BHP tug supply vessel *"Champion"* was chartered for a period of one month on private and confidential terms for operations in the Pacific Northwest.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

1993

Chuan Hup Agencies of Singapore have sold the 1983 built "*Osam Service*", a 138' x 41', 3,000 hp tug/supply vessel to Pentow Marine of Capetown, South Africa.

Centro Diesel C.A. of Caracas, Venezuela purchased the 48' crewboat "*Miss Brittany*" from Hugh Eymard Towing of Harvey, LA. The 1981 built boat is powered by twin GM8V71 diesels.

Southern River Estates of Biloxi, MS sold the 1981 built 105' 1,600BHP crewboat "*Kismet*" to Selino S.A. of Greece for conversion to a passenger commuter ferry.

Dolphin Towing, Inc. of Galveston, TX purchased the 110' crewboat "*Raven*" from Gentlemen Towing Corp. of Cut Off, LA. The triple screw boat was built in 1978 by Camcraft.

1992

Bibby Line Group of Liverpool, UK sold their 1983 built 136' x 122' jack-up accommodations platform "*Bibby Provider*" to Mohammad Al-Mojil Group of Dammam, Saudi Arabia.

Ocean Marine Services of Kirkland, WA chartered the 168' 3,000BHP tug supply boat "*Champion*" to a local Pacific Northwest fishing company for the winter pollock season in the Bering Sea/Gulf of Alaska to be used in conjunction with their fishing fleet as a spotter vessel.

Offshore Express of Sharjah, U.A.E. has purchased the 110' x 26' 1982 built crewboat "*Cardinal*" from Moveable Offshore Boats of Louisiana. Also purchased from different investor/owners Owners were the 100' 900HP 1982 built utility boat "*Rain Drop*" and the 110' 1,200HP 1982 built utility boats "*Islander III*".

United Marine of Morgan City, LA has sold the 166' supply boats "*Rosemary*", "*Antoinette*" and "*Marcia Rose*" built 1979-80 to Mexican buyers.

River Marine Contracting of New Orleans has sold the derrick barge "*John Hayward*" to Suramco C.A. of Venezuela. The 200' x 60' ex-drill barge, fitted with a 100T Bucyrus-Erie 88B revolving crane will be put into Lake Maracaibo oil field service.

Zakher Marine Oilfield Services of Abu Dhabi purchased the 4,130BHP 185' tug supply boat "*Oil Supplier*" (ex-*Mantarraya*) built 1972 from U.K. Sellers. Vessel will be refurbished at Offshore Shipbuilding's yard in Palatka, Florida.

Bay Marine Contracting of Olympia, WA has taken the 1,200BHP pushboat "*Pastol Bay*" on a longterm lease purchase from Harpac Equipment Leasing, Inc. of Seattle, Washington.

Maridive & Oil Services of Egypt purchased the 192' 3,000BHP 1981 built "*Petromar Dorado*" from the U.S. Maritime Administration. Vessel will be re-flagged and is being refitted in a U.S. Gulf Coast yard prior to sailing to mid-East to be used in Maridive's existing operations.

Marine Supply C.A., Caracas purchased the tug 1,800BHP "*Albert G*" from Moveable Boats of Lockport, LA. The 85' tug was built in 1982 in by Turnship and is powered by twin GM16V149 diesels with kort. Now renamed "*Sabine IV*" she will be use in oilfield service off Maracaibo.

42' aluminum crewboats "*Miss Susan*" and "*Mr. Glynn*" built 1981/2 respectively were sold to Venezuelan interests.

1991

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Offshore Tanker Service of Santa Barbara, California has sold their 166' x 38' x 12.5', U.S. flag supply boat "*Blue Fin*" to Seattle-based fisherman for conversion to a crabber. "*Blue Fin*" had been built in 1968 by American Marine Corp. of New Orleans, Louisiana and was powered by a pair of CAT D398B diesels total 1,700BHP. The "*Blue Fin*" had been supplying the rigs off of Southern California at the time of the sale. Bob Beegle had sailed as her Captain prior to founding Marcon International, Inc.

The 40' aluminum crewboat "*Hydro Transit*" was sold by Hydro Marine, Long Beach, CA to Sylvester Marine Tug Service of San Louis Obispo, CA.

Navieros Oceanicos S/A purchased the 2,250BHP 185' 1979 built supply boat "*Kara Seal*" from Steiner Shipyards. Vessel will be converted to standby-rescue.

Zapata Marine of Houston sold the 150' 1981 built supply vessel/landing craft "*Warri Seahorse*" to Sycamore Services, Ltd. of Indonesia.

Caribbean Operators of Trinidad & Tobago purchased the 3,900BHP 185' tug supplier "*Aladin Sea*" from Gesalina Shipping of Cyprus.

Alaska Tank Fabricators of Anchorage has sold the 137' 910BHP supply boat "*Jupiter II*" to Seaside Maritime Co. of Mexico City. Vessel was renamed "*Ensenada I*".

Shin Nippon Kaiji Co. of Tokyo has purchased the 193' 7,040BHP UT-704 design tug supplier "*Star Aquarius*" built 1975 from Indian buyers to convert to an ROV support vessel.

Offshore Express of Houma, LA purchased the Panamanian 180' 3,000HP tug supplier "*Energy Line I*" (ex-*Impulse*) built 1976 from Energy Line, Inc. Vessel was renamed "*Lobitos Express*".

The 110' x 26' x 10.4' triple screw crewboats "*Cardinal*" and "*Flamingo*", both built in 1982 by Camcraft, were sold to Offshore Express of Sharjah, UAE by A&P Boat Rentals of Cut Off, Louisiana.

1990

Offshore Logistics, Inc. sold the 3,900BHP 185' anchor handling tug supply boat "*Sovereign*" built 1970 to General Marine Services of Anchorage, AK.

356' x 67' 2,670dwt research vessel "*Canada's Tomorrow*" was auctioned to K/S Geomaster of Norway. The vessel had been brought to Talcahuano, Chile to be converted from a Ro/Ro to underwater research vessel. After ASMAR Shipbuilding lost contact with Owners, the vessel was arrested to recover debts. Now renamed "*Geomaster*", she is working in the North Sea.

Canadian Marine Drilling of Calgary, Canada has sold the 8,000BHP anchor handling tug "*Canmar Tugger II*" built in 1975 to Jewel Shipping of Cyprus who is chartering the tug to Polskie Ratownietwo Okretowe of Gdynia, Poland. The tug was renamed "*Baltic Amber*".

The 110' x 26' x 10.4' triple screw crewboats "*CARDINAL*" and "*FLAMINGO*", both built in 1982 by Camcraft, were sold to Offshore Express of Sharjah, UAE by A&P Boat Rentals of Cut Off, Louisiana.

1989

Two 174' x 38' x 14', 897dwt Panamanian flagged supply boats were sold by Zapata Gulf Marine of Houston, Texas to Iquique, Chile-based Pesquera Tarapaca for conversion to fishing purse seiners. The "*Oceanic Moon*" (renamed "*Oficina Union*") and "*Highland Moon*" (renamed "*Oficina Progreso*") were both built in 1973 by Bludworth Shipyard, Inc. of Houston, Texas and powered by a pair of CAT D399TA developing a total of 2,250BHP, a 350HP bow

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

thruster and a pair of 90kW generators. The boats underwent relatively simple conversions, and although cost relatively little to purchase and convert, they reportedly have proven themselves to be very capable catchers.

The former Offshore Logistics' tug supply boat "*Discovery*" was sold by the U.S. Maritime Administration to U.S. West Coast fishing interests. The 180' x 38' vessel was originally built in 1976 by Halter Marine of Moss Point, MS and powered by a pair of EMD 12-645E2 diesels developing a total of 3,000BHP. Marcon represented Sellers and Graves & Schneider of Seattle represented Buyers.

Sunmar Shipping of Seattle, Washington purchased the two 192' x 40' x 14', U.S. flag supply boats "*State Trust*" and "*State Express*" for conversion with the intent to haul refrigerated containers in the Pacific Northwest fishing industry on their exceptionally long 141' x 31' cargo deck aft. Both sister-boats were originally built in 1981 by Blount Marine Corp. of Warren, Rhode Island for State Boat Corp. of Houston, Texas. They are powered by a pair of CAT D399 diesels providing a total of 2,250BHP, speed of abt. 13kn and a 30-45 day endurance. Both boats were later lengthened and converted to factory stern trawlers.

The U.S. flag, 180' x 40' supply boat "*Baccara*", was sold by the U.S. Maritime Administration to Pacific Northwest fishing interests for conversion to the fishing vessel "*Evening Star*". "*Baccara*" was initially built in 1976 by Halter Marine and powered by a pair of EMD 12-645E2s. Same Buyers also purchased from Marad the 125' fast supply/utility boat "*Gibraltar*" built in 1973 and powered by a pair of CAT D399s total 2,250HP. Both vessels were previously owned and operated by Offshore Logistics of Lafayette, Louisiana and repossessed in 1985.

Bender Shipbuilding & Repair Co., Inc. of Mobile, Alabama completed conversion of the 192', 3,000HP offshore tug supply vessel "*Petromar Falcon*" into the 232' crab, herring, salmon processing vessel "*Aleutian Falcon*". The conversion involved inserting a 40' mid-body section. Longitudinal alleyway bulkheads under the main deck were removed, as well as mud tanks, compressors, etc. The stacks forward were removed and incorporated into the new house structure aft. The original main deck bulwarks, wooden wear deck, angle retainers, pipe racks, etc. were all taken off. A new inner bottom was fitted into the new midship section and extended into the existing vessel sections to form inner-bottom fuel tanks. Bilge keels were added. Aft of the existing foc'stle, a new shelter deck was added at 12' above the main deck and side shell and transom were fitted running between the main deck and the new shelter deck. Above the shelter deck, new accommodation spaces were added in a new deckhouse aft of the pilothouse. The existing foc'stle house and pilothouse were removed and replaced above a new foc'stle deck. There are now accommodations for 90 people on board. The vessel's existing 1,500HP EMD diesels were retained, but the Lufkin reverse reduction gears have been modified to accept and drive two 1,050kW owner-furnished generators. Also furnished were new 225kW gensets, three hydraulic cranes, process water pumps, brine pumps, two 3,000gpd Maxim water makers, new anchors and cable. Crab line, refrigeration and blast freezing equipment were installed in Seattle, Washington. Marcon acted as broker in the sale of the "*Petromar Falcon*" from the U.S. Maritime Administration to Deep Sea Fisheries / Lafayette Fisheries, Inc. of Seattle.

The U.S. flag, 180' x 40' anchor-handling tug supply boat "*Savage*", formerly operated by Offshore Logistics of Lafayette, Louisiana was bought by Kemp Pacific Fisheries of Seattle from the U.S. Maritime Administration after being repossessed in 1985. Vessel was lengthened to over 200' and converted to fishing as the "*Seafisher*". She was originally built as the "*Savage*" by Halter Marine of Moss Point, Mississippi for Offshore Logistics and powered by two EMD12-645E2s total 3,000HP.

The 3,200BHP, 165' x 38' x 14.1' tug supply boat "*Halcon II*" (ex-*Ajax*, ex-*Minerve*, ex-*Gus Candies*) was sold by Naviera Cerralvo of Mexico City, Mexico to Zabala Shipping of Madrid, Spain reportedly for conversion to a container feeder vessel and renamed "*Halcon*". The vessel was initially built in 1968 by American Marine Corp. of New Orleans for Otto Candies and powered by a pair of EMD diesels. Marcon acted as sole broker in the sale.

The 72.1m x 16.4m x 6.5m dive support vessel "*Northern Surveyor*" (ex-*Udi Rimfonn*, ex-*Balder Davis*) was sold by Secunda Marine of Dartmouth, Nova Scotia, Canada to the Chinese Bureau of Marine Geological Survey of Shanghai for conversion to a state-of-the-art geological survey vessel for exploration in the China Sea. The 5,480BHP vessel was originally built by Marystown Shipyard, Ltd. of Newfoundland in 1980 at a reported cost of abt. \$9,650,000. Vessel was powered by a pair of Alco 12V251F diesels providing a total of 5,480HP to Liaaen

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Hjelset controllable pitch props and fitted with two 600HP bow thrusters. Shortly after purchase she underwent a major upgrade by Precision Seismic, Inc. of Houston at Fredeman Shipyard, Inc. on the Calcasieu River on the U.S. Gulf Coast and was renamed "*Discoverer*". Several later upgrades were also completed. She is now fitted with six gun umbilical reels, two streamer reels, two generator sets, 54 air guns, four thrusters, a Kongsberg Albatros ADB 311 DP system, 52' diameter helideck and a centerline moonpool.

The 180', 3,000BHP anchor handling tug supply boat "*Windance*" was sold by the U.S. Maritime Administration to private Pacific Northwest Buyers for conversion to a fishing vessel. "*Windance*" was originally built by Halter Marine in Moss Point, Mississippi for Offshore Logistics and repossessed in 1985. The vessel was powered by a pair of EMD 12-645E2 diesels.

Shin Nippon Kaiji Co., Ltd., with Fukada Salvage and Marine Works Co. Ltd. of Tokyo, Japan acting as manager, purchased the Liberian flag 1977 built, 53.4m, tug supply boat "*Schwanentor*" from OSA Marine Services / Offshore Supply Association of Bremen, West Germany. Vessel was renamed "*Shinsan Maru*", registered under Japanese flag and class changed from Germanischer Lloyd to Nippon Kaiji Kyokai. "*Schwanentor*" was originally built by J.G. Hitzler Schiffswerft's Lauenburg yard in Germany and powered by a pair of MWM TBD441V12 developing a total of 3,000BHP at 900RPM. "*Schwanentor*" was one of two vessels sold by OSA to Shin Nippon Kaiji. Marcon acted as sole broker in both sales.

A new 110' new crewboat sold to Dutch Buyers on a private and confidential basis.

The 180' x 38', 3,000BHP U.S. flag, tug supply boat "*Sybil Freeman*" was sold by creditors to Kemp Pacific Fisheries of Seattle, Washington. Vessel had been built in 1977 by Quality Equipment of Houma, Louisiana and powered by a pair of EMD 12-645E2 diesels. Kemp also purchased the 200' x 40', 6,160HP sister anchor handling tug supply vessels "*Defender*" and "*Volunteer*" from the U.S. Maritime Administration. Both vessels had been built in 1974 by Southern Shipbuilding Corp. of Slidell, Louisiana and previously operated by Offshore Logistics prior to be repossessed in 1985. After purchase, buyers mobilized all three vessels from the U.S. Gulf to West Coast for conversion to fishing vessels. Marcon represented Sellers in all three sellers, while Graves & Schneider of Seattle represented Buyers.

Guzzetta Offshore Marine Service of Berwick, Louisiana has sold their 140' x 34' x 12' depth supply boat "*Midnight Flash*" (ex- *Apache*, *Offshore La Fourche*, *Pan Tide*) to Island Trading & Shipping of Honduras. The 1,130BHP, U.S. flag supply boat was originally built in 1956 by Lockport Shipyard of Lockport, Louisiana and powered by a pair of CAT D379 diesels. Like many early-generation supply boats she had a large clear deck of 105' x 28' for her relatively small length. Vessel was renamed "*Mariscos Express I*" and reflagged Honduran under registry after purchase.

Feronia International Shipping (FISH) of France sold the 40.3m x 7.5m x 3.8m small supply boat "*White Fish*" to West African buyers. The 2,100BHP "*White Fish*" had been built by Ziegler Freres in their Dunkerque shipyard in 1970 and was one of several sister-vessels owned by FISH. Vessel was powered by a pair of 750RPM Polar Nohab SF 16RS-F diesels with variable pitch props in kort nozzles which gave her a trial speed of upwards of 15kn and bollard pull of abt. 33 tons. Vessel was also fitted with a 75HP bow thruster, double drum towing / anchor handling winch and three mooring winches. "*White Fish*" was capable of carrying abt. 200dwt on a loaded draft of abt. 3.0m and 24 passengers in seats. Marcon acted as sole broker in the sale.

West Coast fishing interests purchased the small U.S. flag supply boat "*Vega I*". The 130' x 32.5' x 9.5' boat was originally built as the "*Van Tide*" for Tidewater Marine by American Marine of New Orleans. She has an 89' x 25' clear deck and was powered by a pair of GM12V71 diesels total 680BHP, giving her a service speed of abt. 9.5kn.

Zapata Gulf Marine Corp. of Houston, Texas sold their 194' x 40' x 17' "*Saturno del Golfo*" (ex- *Capt. Kidd*) to foreign Buyers on a private and confidential basis. The 7,040BHP anchor handling tug supply boat had been built in 1974 by Halter Marine at their Moss Point, Mississippi yard and was powered by a pair of Nohab F216Vs. Vessel was laid up on the U.S. Gulf Coast at the time of the sale.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Empire Alaska Seafoods of Seattle, Washington purchased the Panamanian registered, 194' x 40' x 17', 4,920BHP anchor handling tug supply boat "*Juno del Golfo*" from Zapata Gulf Marine Corp. of Houston, Texas. The vessel was originally built by Halter Marine, Inc. of New Orleans for "*Champagne Charlie*" Slater of Euro-Pirates International as the "*Jean Lafitte*" and powered with a pair of MWM TBD441V16 diesels. "*Juno del Golfo*" was laid up in the Gulf of Mexico at the time she was sold. After purchase, she was converted to a fishing vessel, repowered with CAT 3606TA diesels and renamed "*American Empire*". Marcon represented Sellers in the purchase, while Buyers were represented by Graves & Schneider of Seattle. Marcon sold the "*American Empire*" back into the "*oil patch*" as the "*Seabulk Veritas*" about ten years later.

1988

The 150' supply boat "*State Pelican*" built in 1978 was sold to fisherman-owner Dave Seibel of Ronnie C. Fisheries out of South Beach, Oregon. "*State Pelican*" was one of four similar vessels owned by State Boat Co. of Texas which were repossessed and purchased as an investment by private interests. After hauled out of the water, shot-blasted and painted at the Vessel Repair yard in Port Arthur, Texas, she sailed to the Pacific Northwest for refitting by Yaquina Boat Works. Renamed "*A.J.*", she will be fishing for cod and sole. "*State Pelican*" is powered by a pair of GM12V149NA main engines totaling 1,400BHP and fitted with a bow thruster and two 75kW generators.

The "*Energy Services 1*" was sold by the U.S. Maritime Administration to Snopac Fisheries of Seattle, Washington. "*Energy Services 1*" was a 190' x 40' x 15.5', 4,800HP anchor handling tug supply boat, previously owned by Brazzosport Marine Services, Inc. She was lying in San Diego, California at the time of the sale. Unusual for a tug supply boat, the vessel was powered by a pair of Fairbanks Morse 10 cyl. 38D8-1/8 diesels with Lufkin gears and fixed pitch props. She was built in 1978 by Burton Shipyard of Port Arthur, Texas. After purchase, Snopac converted the vessel into a salmon and herring processor, renaming her "*Snopac*".

Birting Seafood Ltd. of Edmonds, Washington purchased the U.S. flag, 200' x 38' x 18.5', 7,040BHP anchor handling tug supply boat "*Enterprise*" from North Star Ocean Service of New Orleans, Louisiana for lengthening and total rebuilding and conversion to the "*state-of-the-art*" 255' x 54' x 25' draft surimi trawler/processor "*Ocean Rover*" at Langsten Slip & Batbyggeri in Norway. After the conversion is completed, vessel will trade in the Alaskan fisheries and is expected to be capable of processing and freezing 120 tons a day of surimi and fillets. "*Enterprise*" was originally built in 1973 by McDermott Shipyard in Amelia, Louisiana at a cost of abt. US\$ 2.4 million and operated by Offshore Logistics, Inc. of Lafayette, Louisiana. During the downturn of the OSV industry, she was sold by the U.S. Maritime Administration after service in South America to North Star Ocean Service before being sold to Birting Seafoods sight-unseen a few years later. Buyers moved very fast on the purchase with much of the discussion over a hot plate of cod-cheeks at the kitchen table at the Buyer's home. Buyers were primarily purchasing the "*flag*", but they were pleasantly surprised when they did manage to inspect. Although laid up for a number of years, the vessel was found to be in excellent condition as she had been substantially re-equipped following a fire onboard two years earlier. However, with just 180 tons of the original ship left after her conversion at Langsten, her condition did not matter much. After conversion, "*Ocean Rover*" was powered by a single 6,000HP Wartsila main engine and one of her original Nohab F216V 3,520HP main engines was reused for generating electricity.

The 4,600BHP Liberian flag tug supply boat "*Steintor*" has been sold by Offshore Supply Association of Bremen, West Germany to Shin Nippon Kaiji Co. of Tokyo, Japan, with Fukada Salvage & Marine acting as operator and manager. Vessel was renamed "*Shintatsu Maru*", reflagged to Japanese registry and class changed from Germanischer Lloyds to Nippon Kaiji Kyokai. "*Steintor*" was built in 1973 by J.G. Hitzler Schiffswerft und Masch GmbH of Germany in their Laurenburg yard. The 57.5 x 11.7 x 5.6m vessel was powered by a pair of MWM TDB441V16 diesels with LIPS controllable pitch props in kort nozzles, developing a total of 4,600BHP at 900RPM and a bollard pull of abt. 66 tonnes. Marcon acted as sole broker. I remember the sales between OSA and Shin Nippon Kaiji / Fukada today as real pleasures to work, due both to the people involved on each side and the time zones. The sales were concluded pre-email and pre-fax, all over the telephone with Marcon right in the center of the time zones, able to talk to Germany in our morning and having time to leisurely work up responses for the Japanese Buyers in the late afternoon as they just opened for their new day.

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

The 58.9m x 12.0m x 5.9m, 6,000BHP anchor handling tug supply vessel "*Aomjai II*" (ex-*Selco Supply II*, ex-*Ibis Six*) was sold by Amerit Tokai Offshore Co., Ltd. to Antares Shipping of Japan. "*Aomjai II*" was originally built in 1975 by B.V. Scheepswerf "*Waterhuizen*" J.Pattje in The Netherlands as "*Ibis Six*" and powered by a pair of Wichmann 9AXAG diesels with controllable pitch props in kort nozzles developing 3,001HP each at 450RPM and a bollard pull of abt. 75 metric tons.

Two 192' x 40' x 14' ex-supply boats built in 1982 by Bender Shipbuilding were sold by Canadian Sellers to foreign buyers on a private basis. Both boats were powered by CAT D399 diesels developing a total of 2,250BHP.

Caribbean buyers purchased the 128' x 28' x 12' supply boat "*Midnight Star*" from Guzzetta Marine Service of Berwick, Louisiana. Although built in 1965 in Houston, Texas as a small supply boat, she had concentrated on oceanographic and seismic research work all over the world and seen little hull abuse, which normally occurs during traditional offshore supply work. "*Midnight Star*" also had been completely rebuilt in 1978 from Frame 6 aft due to a fire onboard the year before. Vessel was powered by a pair of GM16V71s providing a total of 910BHP. She was lying in Louisiana at the time of the sale.

Offshore Tanker Service of Santa Barbara, California sold their 180' x 38' x 10.2' depth, U.S. flag, supply boat "*Pacific Star*" to a Pacific Northwest fisherman. Vessel was originally built by Equitable Equipment Co. of Madisonville, Louisiana in 1974 as the "*Amelia Candies*" and powered by a pair of EMD 12-645BC diesels total 3,000BHP. Vessel was renamed "*Pacific Empire*" after purchase and converted to a fishing vessel.

Alaska Seafoods of Seattle, Washington purchased the Panamanian registered, 194' x 40' x 17', 4,920BHP anchor handling tug supply boat "*Apolo del Golfo*" from Zapata Gulf Marine Corp. of Houston, Texas. The vessel was originally built by Halter Marine, Inc. of New Orleans for "*Champagne Charlie*" Slater of Euro-Pirates International as the "*Sir Henry Morgan*" and powered with a pair of MWM TBD441V16 diesels. "*Apolo del Golfo*" was laid up in the Gulf of Mexico at the time she was sold. After purchase, she was converted to a fishing vessel and renamed "*Alaska Pioneer*". Marcon represented Sellers in the purchase, while Buyers were represented by Graves & Schneider of Seattle.

1987

K.W.F. Fisheries purchased five supply vessels from Tidewater Marine of New Orleans on an "*en-bloc*" basis with delivery Singapore for conversion into fishing vessels. They were the 1970 built 180', 4,300BHP AHTS "*Force Tide*" (previously skippered by Bob Beegle in the Congo for Tidewater and delivered to Singapore); 2,250BHP, 1974 built supply boat "*C.E. Tide II*"; 1972 built 165', 2,250BHP supply boat "*Safe Tide*" (renamed "*Norpac III*" and previously skippered by Bob Beegle in Italy for Tidewater); 190', 3,200BHP anchor handling tug supply boat "*Timor Seahorse*" built in 1974 and 3,000BHP anchor handling tug supply boat "*Phillipturm*" built in 1975.

The three former Offshore Logistics 210' x 45', 3,000BHP supply boats "*Courageous*", "*Endurance*" and "*Heritage*" built in 1978 by McDermott Shipyard of Morgan City, Louisiana. All three vessels were powered by EMD 12-645E6 diesels. After being repossessed in 1985, the vessels were sold by the U.S. Maritime Administration to private U.S. Pacific Northwest fishing interests for major conversion into stern trawler surimi factory vessels. Vessels were lengthened by abt. 65' and heightened abt. 10' by Hyundai Mipo Dockyard Co. in Ulsan, Korea. The main deck was lifted up to install the fish processing plant and accommodations were fitted for 80 crew. Upon their return to the U.S., vessels entered service in Alaskan waters converting pollock into high-quality surimi. Marcon International, Inc. represented the U.S. Maritime Administration and Graves & Schneider of Seattle represented Buyers.

Inspiration Mines, Inc. of Alaska purchased the 95' x 33' x 6.5' utility boat "*Rachael Renee*" from Bollinger Offshore of Lockport, Louisiana. The shallow draft supply / utility boat had been rebuilt by Bollinger in 1976. She was powered by a pair of GM12V71 diesels providing a total of 680HP and for her length provided an amazing 50' x 28' clear deck aft due to her "*pumpkin-seed*" shape. Inspiration Mines purchased her to supply and support the world's largest gold mining bucket dredge "*Bima*" in Norton Sound – Bering Sea region during the ice-free season. The 14-story tall, 558' long "*Bima*" was originally built in Singapore in 1978 and 1979 to dredge up tin ore from the seas off Indonesia and Malaysia. In 1986, she was towed 10,000km from Singapore to Nome, Alaska to perform test-

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

dredging. After the tests proved successful, the *"Bima"* was towed to Seattle where she received a total \$15 million overhaul before heading back north again the next year, lifting between 10,000 – 20,000 tons per day of sand and gravel round-the-clock from depths of 20 – 60' with her bucket conveyor system, in spite of the heavy ocean swells. After purchase of the *"Rachael Renee"*, new Owners installed several spud wells and spuds in the utility boat to maintain position in the shallow waters off of Nome. Between 1987 and 1990, Owners produced abt. 118,078 ounces of fine gold. *"Rachael Renee"* was the second boat sold by Marcon to Inspiration Mines. Marcon several years later also sold the stripped hull of the *"Bima"* at auction for use as a logging platform.

The former 3,500HP Offshore Logistics owned 180' tug supply boats *"Comet"* and *"Lightning"*, both built in 1973 by Quality Equipment of Houma, Louisiana, were sold by the U.S. Maritime Administration to Seattle buyers for conversion to fishing. Both 180' x 40' boats were powered by twin EMD 16-567BC main engines. *"Comet"* and *"Lightning"* had been repossessed in 1985 and were lying in Louisiana at the time of the sale.

Greyhound Leasing, as creditors, has sold the 130' x 30' x 11.5' *"Queen of the Clippers"* to a Chilean shipyard for conversion to a fishing vessel. The U.S. flag *"Queen"* was one of four sister-vessels initially built in 1981 by Eastern Marine of Panama City, Florida for Clipper Fleet, Inc. also of Panama City. She was powered by twin GM16V92s developing a total of 1,200BHP.

180' tug supply boat *"Equation"* was sold by U.S. Maritime Administration to fishing interests. The 3,000HP vessel was built in 1976 by Halter Marine, repossessed in 1985 from Offshore Logistics and laid up in the U.S. Gulf at the time of the sale.

1986

The 132' x 32' x 12' depth, U.S. flag, supply boat *"Gulf Mariner"* (ex-*Borie*) built in 1955 by Equitable Equipment, Inc. of New Orleans, Louisiana was sold by Crowley Maritime Corp. of Seattle, Washington to private fishing interests. Vessel is powered by a pair of CAT D397 eight cylinder diesels of 565BHP each. At the time of sale, the vessel had been laid up in Seattle since September 1978, following employment in Cook Inlet, Alaska servicing offshore platforms.

Westinghouse Credit Corp. of Metairie, Louisiana, as creditors, sold the 166' x 38' x 13' oil rig supply boat *"Rosanna Hebert"*, which was built in 1978 by Halter Marine, Inc. of Lockport, Louisiana, to Pacific Northwest buyers. Vessel was powered by a pair of GM16V149NA diesels total 1,800BHP and fitted with a 300HP bow thruster. At the time of the sale, the *"Rosanna Hebert"* had been cold-stacked on the U.S. Gulf Coast since 1984. Vessel was renamed *"Fierce Contender"* by new Owners and converted for crab fishing in the North Pacific. She later fished in the Russian Far East.

1985

Snopac of Seattle, Washington purchased the 165' x 36', 1,530HP supply boat *"North Tide"* from Tidewater Marine of Morgan City, Louisiana. Vessel was built in 1965 by American Marine Corp. of New Orleans and powered by a pair of CAT D398As. Renamed *"Snopac Alaska"*, she is being converted to a fish processor.

The 185' x 40' x 15' U.S. flag anchor handling tug supply boat *"Aquamarine 504"* was sold by Aquamarine Offshore of Houston, Texas to NATE in Argentina for traditional oilfield operations. *"Aquamarine 504"* was an unusual tug supply boat for the time, in that she was triple screw, powered by three EMD 16-567BC diesels providing a total of 4,500BHP, bollard pull of 38 tons and free running speed of abt. 12-14kn. Vessel was built by South Texas Shipyard in 1978 and classed ABS +A1 Towing Vessel, (E), AMS Unrestricted. After purchase, the vessel was renamed *"Saga"*, fitted with oil response equipment and diving gear and mobilized to Argentina. Marcon International acted as sole broker in the sale. This was the second AHTS which Marcon sold from Aquamarine Offshore as sole broker.

The 1976 built 4,500HP, U.S. flag, triple-screw anchor handling tug supply boat *"Aquamarine 502"* was sold by Aquamarine Offshore of Houston, Texas to Inspiration Mines to support their gold-mining operations off of Nome,

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

Alaska. The 185' x 40' x 15' vessel was built by South Texas Shipyard, Inc. of Corpus Christi, Texas as Hull No. 102. Like her close-sister vessel "*Aquamarine 504*", she was powered by three EMD 16-567BC engines with fixed pitch props capable of free-wheeling. After purchase the vessel was renamed just "*Aquamarine*".

1984

Moss Harbor Marine of Homer, Alaska bought the 165' x 36' x 11.5', 1,700HP supply boat "*Long Tide*" from Tidewater Marine in Morgan City. "*Long Tide*" was built in 1964 by Burton Shipyard, Inc. of Port Arthur, Texas and powered by a pair of CAT D398s. The vessel, renamed "*Long Harbor*", sailed from the U.S. Gulf to Alaska in April to service both oil and fishing industries. Marcon acted as sole broker.

The University of California, San Diego has purchased the 125' x 32' x 11'6" supply / geophysical survey vessel "*Midnight Alaskan*" from Midnight Boat Co. of Berwick, Louisiana, for operations by Scripps Institution of Oceanography in La Jolla, California. Scripps, the oceanographic branch of UCSD, operates the largest segment of the U.S. academic oceanographic fleet, consisting of four ships and two research platforms. The vessel is a modified Gulf Coast workboat built by Steiner Fabricators of Bayou La Batre, AL in 1981. Clear deck aft is 78' x 30'. Main engines are twin GM 12V149NA providing a total of 1,400BHP. She has been working on rig-site sonar, pipeline and geophysical surveys for major oil companies. "*Midnight Alaskan*" was named "*Robert Gordon Sproul*" in honor of the man who was president of the University of California from 1930 – 1958, a period of tremendous growth. She will be homeported out of the Nimitz Marine facility on Point Loma in San Diego Bay. Operations will be primarily along the California coast and the Gulf of California for biological investigations, physical oceanography and scientific equipment testing. After a number of modifications for scientific work, including adding labs, winches, booms and a variety of electronic and research instruments, the vessel left Louisiana with a research team to study seals near Yucatan, Mexico. After transit of the Panama Canal, she is scheduled to arrive in San Diego by late October. Marcon acted as sole broker in the sale.

The "*Robert Gordon Sproul*" replaces Scripps' research vessel "*Ellen B. Scripps*", a 96' x 24' vessel that had served the institution since 1965, when she was built by Halter Marine for the University of California. The decision was made by Scripps to sell the smaller vessel and apply the proceeds of the sale towards the purchase of the "*Midnight Alaskan*". Marcon therefore brokered the sale of the "*Ellen B. Scripps*" to Mid-Cal Construction Company of Knightsen, California where she was put into service as a utility vessel in their construction trade and renamed "*Pacific Dragon*". Vessel was powered by pair of GM12V71 diesels and a bow thruster. Marcon also acted as sole broker in this sale, plus sold her at least one more time over the years.

Latitude Marine of Friday Harbor, Washington bought the U.S. flag, 151' x 35' x 12', 1,700HP rig supply boat "*Caldwell*" from Tidewater Marine of Oxnard, California. Vessel was built in 1965 by Greenville Shipbuilding Corp., Greenville, Mississippi as a conventional, "*plain-Jane*" supply boat with 110' x 27' clear deck and Gulf-style stacks aft (photo at right). Vessel is powered by twin CAT D398TAs with 64" x 56" open wheels. Renamed "*War Cloud*", the vessel is being completely rebuilt and modernized for her new role performing coastwise towing and general construction work. Design is by Jensen Maritime of Seattle and conversion work is being carried out in San Diego, California. Modernization includes completely overhauling all machinery plus adding a bow thruster, kort nozzles, 2 ton hydraulic crane, two enclosed Markey DES-26E tow winches with 2,800' of 2" wire each, tugger winches, new hydraulic anchor windlass, and extensive new electronics including closed-circuit television. The superstructure was also modified with accommodations, lounge and galley area completely rebuilt to almost yacht-standard. Stacks were also changed from aft to North Sea style. Marcon acted as sole broker in the purchase.

Anchorage Launch Service of Portland, Oregon has placed their "*Triumph II*" in service at Astoria, Oregon. The 65' aluminum crewboat, purchased in Southern California from Metson Marine Alaska, Inc., has a capacity of 49 passengers and a speed of 24kn. Vessel is joining the "*Triumph 1*", which has been meeting ships at anchor for about two years in the Vancouver, Washington – Portland, Oregon area.

1983

Marcon International, Inc.

Offshore Petroleum Industry Sales Report

During Spring 1983, Marcon arranged its first sale by handling the brokerage of the 136' x 36' "*Low Tide*" from Tidewater Marine to Honeywell Marine Systems Division of Seattle (and the only sale this year). At the time of the purchase, the vessel was working as a stand-by vessel in the oil fields off Southern California, although she had traded as far north as Alaska on at least one occasion. The vessel was originally built in 1956 as one of the first generation purpose built supply vessels by Harms & Smaihall Shipyard of Orange, TX. Originally named "*H.B. Carleton*" and reportedly built for Caldwell Well Services, she was powered with twin turbo-charged Enterprise DMM 363TAs with a total of 1,000BHP at 950RPM. She had a large open clear deck at that time of 109' x 29' for her overall size reminiscent of modern mini-suppliers. Sometime in the late 1950s or early 1960s she was taken over by Tidewater and renamed "*Low Tide*". Honeywell renamed her "*Sea Echo*" and converted the vessel to perform open water test and research activities such as underwater acoustic tests, submersible support, marine system tests and range support. The Honeywell Marine Systems division itself was later taken over and the vessel changed names again, first to "*Alliant*" and later to "*Sensor*", as she was known as while under operation and management of Raytheon Systems Co. Over the years she was used to test and evaluate sonar products manufactured by Raytheon for the U.S. Navy and commercial markets including the Mk.50 torpedo, AN/SQL 48V Mine Neutralization System, AN.SQL-33 Ship Towed Deception Device and SeaMarc sidelooking sonar to name a few. Under Honeywell's and Raytheon's care, she looked a combination of a well-maintained museum piece and a modern high-tech research vessel. Although it was easy to recognize her original design, she was outfitted with much more modern deck and navigational equipment including a 200HP HTC-600 360 degree Omnithruster, watermaker, hydraulic cranes, hydraulic "A" frame, moonpool, DGPS, autopilot, closed-circuit television monitors, new anchor winch capable of anchoring in 600' water at a 5:1 scope. Power was provided by two 135kW / CAT D3306T generators synchronous to 270kW and 1-60kW / CAT D330 110 / 208 / 240 / 430 / 440 / 460 / 480vAC generator. The original Enterprise engines remained throughout Honeywell's and Raytheon's ownership and their Chief Engineer reported that they were pleasure to work on – and a pleasure to look at with their highly polished brass and copper. After 19 years operating in the waters of Puget Sound or in nearby Canada performing underwater testing, bottom exploration and environmental testing, Marcon sold her again. This time she went back to the U.S. Gulf Coast, where she started from many years before. The vessel has since been repowered with CAT diesels and sold foreign.