

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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Research / Survey & Dive Support Vessel Sales & Charters

Since Marcon's first sale in 1983, it has sold or chartered a total of 1,601 vessels and barges, valued at over US \$1.5 billion, including 63 research, survey, dive and seismic vessels.

2024

In August, Marcon assisted in the sale of a 125' buoy tender between private and confidential parties.

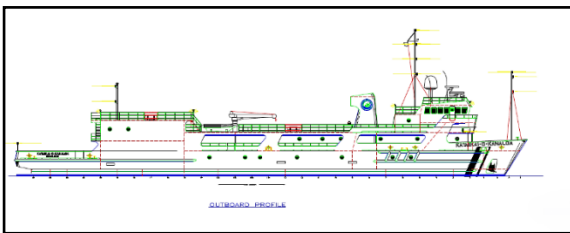
2019



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.



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Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

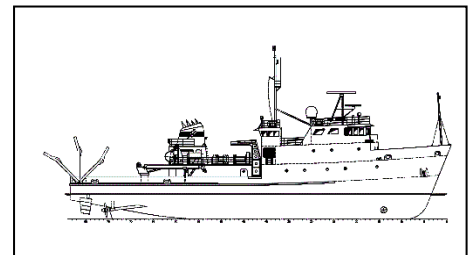
2015



Marcon International, Inc. is pleased to announce the sale of the purpose built survey vessel "New Horizon" from Scripps Institute of Oceanography to private interests. The 170' loa x 36' beam x 15' depth / 12.76' loaded draft "New Horizon" was specially built as a dedicated oceanographic research ship for Scripps, whose research vessels and research platform make up one of the largest academic fleets in the world. "New Horizon's" design originated in a study made in 1965 to develop specifications for a new class of research ships to replace the aging R/V "Horizon", the 143', 1944 built former Auxiliary Fleet Tug "ATA-180" and other converted ships used in oceanographic research. The plans included many innovative features such

as use of a shallow-draft broad-beam workboat hull with house forward with modifications of form for better "sea-kindliness", careful design to keep admeasured tonnage below 300 tons, provision of standardized bolt-down fittings at 2-foot spacing on deck and within lab spaces, provision for "portability" of deck equipment, and use of standard ISO vans for additional lab spaces, living spaces, explosives magazines, and deck equipment. The contract to build New Horizon was awarded to Atlantic Marine, Inc., of Fort George Island, Florida in 1977.

The \$4 million ship was completed in October 1978 in time to join the Scripps fleet during the year of the institution's 75th anniversary. Over the years, "New Horizon" worked in many regions of the ocean except the polar seas, but primarily in the eastern North Pacific Ocean. A large proportion of her cruises took place offshore of California and Baja California. She engaged in all fields of oceanographic research and is known for flexibility in design, ability to keep station precisely, and rapid turn-around capability.



"New Horizon" is classed ABS +A1, (E), +AMS. Capacities include 1,730ft² clear deck, 1,265ft² lab space, 41" diameter instrument well, 40,000g fuel oil and 8,736g potable water and 960gpd water maker. The vessel is fitted with a Nautilus 3300-065 4,000lbs. crane and 11,500lbs. A-frame over a 12' wide x 7' long x 3' deep sloped stern ramp. The vessel is powered with twin CAT D398B main engines developing 1,700BHP total at 1,225RPM, plus a 250kW bowthruster. Two Heimdal bronze CP propellers are driven through 3.9:1 gears, delivering a speed of up-to 13.5 knots. The vessel has long legs with range of 9,600nm and endurance of 40 days with accommodations for up to 12 crew and 19

scientists. "New Horizon" will continue to work under her new ownership as a U.S. flag research and survey vessel. Marcon acted as sole broker in this transaction, the third vessel Marcon has brokered to or from Scripps Institute of Oceanography as sole broker. In 1984, Marcon brokered the sale of the former 125' x 32' supply / geophysical survey vessel "Midnight Alaskan" (now the "Robert Gordon Sproul") from Louisiana sellers to the Institute as a replacement for the research vessel "Ellen B. Scripps", a 96' x 24' vessel which Marcon sold to a small Southern California construction company. "Ellen B. Scripps" successfully served Scripps since 1965, when she was built by Halter Marine for the University of California. The "New Horizon", subject to availability at time of commitment, may be developed for time charter through Marcon.

2014

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.

Research / Survey & Dive Support Vessel Sales Report



The California Maritime Academy of Vallejo, California has sold their research vessel "Mako" to a private buyer in the Pacific Northwest for conversion to a fishing vessel. The 80' x 22' x 10', steel hull vessel was built in 1990 by Steiner Shipyard in Bayou La Batre, Alabama as a fisheries research vessel for the State of California. She is powered by a single CAT 3412 turbocharged diesel developing 540BHP and fitted with a single 63" fixed pitch prop in a Kort nozzle plus a bow thruster. Deck gear consists of a Hiab Seacrane 80 knuckle boom crane, an "A" frame / gallows aft and two Aquina Boat YB9P-2 trawl winches in addition to a Nordic hydraulic windlass. Air conditioned accommodations are provided for a total of 12 crew and scientists in four cabins. "Mako" has a full suite of navigational aids and communications equipment including a Wesmar Powerscan sonar. New owners are sailing her from San Francisco Bay to Puget Sound in Washington. Marcon International acted as the sole and exclusive broker in the sale. A number of Marcon's brokers are graduates of the Academy.

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.

2013

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. 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 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 her out for dive support activities. Marcon acted as sole broker in the transaction.



Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

2012



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. 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 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 omnidirectional thruster forward. Ship's auxiliary power is provided three Cummins 650kW diesel generators, with back-up provided via a Cummins powered 100kW emergency generator. "*Cape Flattery's*" 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 approx. 246' overall length.



2011



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

keeping was assisted by 450HP CP bow and 600HP CP Ulstein stern thrusters with a Robertson SDP-600 system, HPR 310 and HiPap. "*Geosounder*" is well appointed with lifting gear including an aft 8 tonne SWL "A" frame at 6m height, one Stromme 2 tonne at 10m hydraulic articulating crane, one Heile 18t/m crane plus a 15 tonne "A" frame amidships. Ship's power is provided by one 150kW, three 96kW and two 40kW 440vAC 60Hz generators. Accommodations are fitted for a maximum of 36 persons on board in 10 single and 13 double cabins with dayrooms, offices, gym, mess and full galley. Vessel was originally classed DNV + 1A1 ICE-C. "*Geosounder*" was delivered under her own power from Norway to Nova Scotia and new owners are planning to put her promptly to work on the Eastern Canadian coast. Marcon International acted as the broker for the Buyer and Fearnley Offshore for the Seller.



Marcon International, Inc.

Research / Survey & Dive Support Vessel 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.



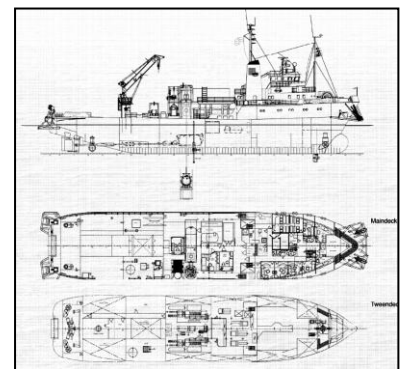
2010



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.



Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

2008

Toisa Ltd of Bermuda recently concluded the sale of the *"Toisa Mariner"* to SE Asian interests 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 MLW-ALCO type 251V-12 producing 2,740BHP each, coupled with three CAT type D3412 / 450kW auxiliaries that drives two 4 bladed CPP along with two 600BHP tunnel bow thrusters, and one 600BHP and one 400BHP stern thrusters, which are all Brunvoll design and variable pitch. The Lloyds +100A1 Classed unit comes equipped with a Sikorsky S76/Bell 212 sized helipad, a 520m2 clear stern deck rated at 5ts per m2, a 3.66m2 moonpool and can berth up to 53 persons. The vessel is set to remain under the Bahamas flag, 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. Marcon acted as sole broker in this transaction.

2007

The seismic / survey vessel *"Romano"* (ex *Cape Romano*, ex-*Don Bollinger*) was sold 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.

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

Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

Marcon is pleased to announce the sale of the 134' research vessel "*Alpha Helix*" from the University of Alaska at Fairbanks to US Northwest Buyers. The vessel is an all welded steel oceanographic research ship and was built in 1966 by Martinac of Tacoma, WA. Her dimensions are 134' x 31' x 14.5' depth, and she has a 6,500 nmi. range with a fuel capacity of 30,000 gallons. She is not ice classed, and is not an icebreaker, but does have a reinforced hull that allows her to operate in loose sea ice. Powered by a single EMD8-567CR via Liaaen 2.5:1 reduction gears to a single 106" diameter Liaaen controllable pitch prop on a 7" shaft, the vessel's speed is about 9-10.5 knots. She has quarters for 15 scientists and 11 crew. The vessel has been acting as an oceanographic ship operated by the University of Alaska's Institute of Marine Science for the National Science Foundation for over 20 years, with her home port being Seward, AK. "*Alpha Helix*" was formerly a national oceanographic facility at Scripps Institution of Oceanography in La Jolla, California, and was acquired in 1980 to replace the smaller vessel "*Acona*", which had supported University of Alaska marine studies since 1964. "*Alpha Helix*" has reportedly covered a pretty good portion of the planet. In the late 1960s, scientists used her in Antarctica, the South Pacific, and hundreds of miles up the Amazon River. Since UAF began operating the ship, it has primarily sailed in Southeast Alaska waters and Gulf of Alaska plus Bering, Chukchi and Beaufort seas. Researchers have sampled the ocean for radioactive runoff from Russia, studied sea otters, and scanned the Aleutian trench, among other forays. In fact, while being escorted by a Russian icebreaker in 1995, "*Alpha Helix*" was the first U.S. vessel to enter the East Siberian Sea since the early 1960s. Marcon acted as sole broker in this transaction.

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.

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

Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

2006

Marcon International, Inc. is pleased to announce the sale of an ex-German Government pilot vessel for conversion to a private yacht for European clients. The vessel was built in 1961 by Schichau GmbH in Bremen Germany for the West German Government as the "*Wi Kapitan Hilgendorf*". She was recently sold as the "*Kapitan Hilgen*" with a recent special survey passed for Germanischer Lloyd's Class. She was in very fine shape for such an older lady. Her main dimensions are 180' x 31.2' x 17' depth of hull. She is powered by three MTU's with 1,780BHP in a diesel-electric arrangement. The vessel is fitted with 29 cabins, mess rooms, and public spaces.

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 1000 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 is pleased to report the sale of the decommissioned twin screw, EMD powered ex-NOAA Research and Survey Ship "*McArthur*" to Stabbert Maritime Yacht and Ship LLC of Seattle. The ship, 175 feet in length, has a draft of 12 feet, a displacement of more than 1,000 tons, a cruising range of 6,600 nautical miles and cruising speed of ten knots. It was constructed by the Norfolk Shipbuilding and Dry-dock Company in Virginia. This vessel was commissioned in December of 1966 and was used by NOAA for more than 35 years to conduct chemical, meteorological and biological sampling for several large scale programs. The majority of the "*McArthur's*" work was performed in several National Marine Sanctuaries on the West Coast of the United States. However via an Act of Congressional Legislation the vessel was conveyed to Utrok Atoll, part of the Republic of Marshall Islands, with the intention of extending her life for medical transportation purposes amongst the low lying atolls. After extensive research and analysis, the Local Government of Utrok Atoll decided to sell the vessel in the open market. The vessel will now be extensively refitted. Marcon acted as sole Broker in the transaction.

Superport Marine Services Ltd. of Port Hawkesbury, NS has chartered the Research Vessel "*Strait Signet*" (ex - "*Sub Sig II*") to HBE Inc. of Richmond Hill, Ontario. A former Canadian Trawler built at St. John Shipbuilding and Drydock in 1967, she was converted to a research vessel in 1975. She has some limited ice-breaking capability, a stern ramp, 42" moonpool and accommodations for 20 crew and passengers. Previously she acted in the U.S. Navy for geophysical and offshore oceanographic support. Current owner purchased the vessel through Marcon in 2002, and has kept her in regular service in NE Canada ever since. Charterer intends to employ the vessel through the balance of the 2006 Summer off Churchill Manitoba, in Hudson Bay, in support of research, bottom sampling and whales and wildlife studies. Marcon acted as sole broker in the transaction and recently completed a sale of a tug and barge for the Charterer.

Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

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 2700ft² of clear deck. With accommodations for 28 people and an 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 International acted as sole broker for the transaction plus in January 2001 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 to assist in the disposal of the marine assets.

Marcon International, Inc. is pleased to report the sale of 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., a Delaware Corporation, to Southeast Asian buyers. The dynamically positioned vessel is powered by two Deutz SBA8M528 total 2400BHP 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 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, Inc. in the last twelve months. Marcon acted as sole broker in the sale.

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 2700 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 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.

Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

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 5750BHP 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.

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.

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.

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, 3200HP "*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 7200 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.

Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

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.

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 3000 BHP. 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 2250BHP with controllable pitch props. The vessel will be retrofitted for non-seismic employment under the terms of the sale. This 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

Marcon has been involved in the charter of the mega-yacht "*Te Manu*" for a short term service in the South Pacific housing dignitaries and government officials on a special project. 18 crew were provided. The luxury vessel was built by Cantieri Navali Codecasa in Italy in 1998 of high tensile steel AH36 with an aluminum 5083 H32 superstructure. The 162' x 31' yacht has a 10' draft and is classed LR + 100 A1 SSC, "Yacht" Mono G6 + LMC. "*Te Manu*" is powered by two CAT3516B's total 4400HP @ 1800rpm and cruises at 15 knots (max. 19 knots). She is fully outfitted for luxury accommodations for 12 + berths (plus crew). Range is 4600 Nautical miles @ 16kn. Marcon would be pleased to entertain interests for future charters along these lines and quote similar business on request. Marcon acted as sole broker in the charter.

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 1700 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', 3900BHP 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 for cable and other related work. 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.

Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

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.

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 2180 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.

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 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 construction. 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.

Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

The ABS classed, dynamically positioned, construction bury / lay vessel '*Discovery*' (ex "*Holis Hedberg*"-86) 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 4300BHP. The vessel's DP systems 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.

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. Call Marcon for details and charter inquiries.

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 Luger diesels total 2432HP 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.

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 2180 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 2250 BHP. "*Western Wave*" was built in 1983 by Moss Point Shipyard, measures 162' x 41' and is powered by two CATD398B main engines producing 1650 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.

Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

2001

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 3900 total BHP. The vessel is capable of various offshore and cable related tasks. Marcon acted as sole broker in the transaction.

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 1980's 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 owner's will convert the 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.

"*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.

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.

2000

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.

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 Owner's fleet.

Marcon International, Inc.

Research / Survey & Dive Support Vessel Sales Report

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 4200bhp 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.

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 5280BHP plus fitted with two 800HP bow and two 500HP stern thrusters.

1999

STOLT COMEX SEAWAY, INC. have fixed their research / offshore support vessel "*AMERICAN PATRIOT*" (165' x 36' x 11.5' / 1530 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.

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.

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.

Mexican buyers have purchased the 2250BHP, 180' x 38' supply boat "*HELIOS*" (ex-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. Vessel is being converted to a dive-support vessel.

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 4800 BHP/1 x Sulzer) to UK interests.

NAVEGACION y TECNOLOGIA MARITIME, Argentina has purchased the 176' tug supply boat '*AVA GUAYAKI*' (Ex-Lubecktertor, Built 1968 J.G. Hitzler, 2xMWM with 2740bhp) from PARANAVE, S.A., Paraguay. The vessel had been trading in fresh water for the past 7 years, and will now be placed into the new Owner's service offshore Argentina.

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Research / Survey & Dive Support Vessel Sales Report

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 Mirrlees (1300bhp), 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 Yarrows Shipyard, Vancouver, BBC. 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 2xEMD16-278A's with a total 2880BHP. The vessel is fitted with 5-point mooring, a tweendeck storage area (120'x39') 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.

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 it's 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. Vessel was converted to seismic service to be operated by HVIDE subsidiary, SEABULK OFFSHORE. Propulsion power is from CAT 3606 engines. .

1996

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.

1995

ALLIANT TECHSYSTEMS of Mukilteo, WA has sold the 36' x 20' specialized acoustic research and platform "IMPULSE" to Hydroacoustic Technology of Seattle, WA who plans to continue using the barge in the testing of acoustic transducers. This is the third vessel or barge Marcon has sold for Alliant, acting as sole broker.

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 plant 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.

ALLIANT TECH SYSTEMS of Seattle, WA have sold their 65' catamaran acoustic research vessel "*RESPONSE*" to DIVER'S INSTITUTE OF TECHNOLOGY of Seattle who intends to use the vessel as a dive training vessel. Marcon acted as sole broker in the sale and was the exclusive broker representing Sellers. Marcon previously sold one other vessel belonging to ALLIANT TECH SYSTEMS plus the first boat Marcon ever sold was a 136' supply boat to ALLIANT, or Honeywell as they were then known..

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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 2700 bhp. After some repair work and extensive modifications the vessel will be put in seismic service in the U. S. Gulf.

The 154'x56' 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.

The 168', 3000BHP tug supply vessel *"CHAMPION"* was chartered for a period of one month on private and confidential terms for operations in the Pacific Northwest.

1993

Phil Reaber of Poulsbo, WA has purchased the 48' research vessel *"NEPER"* from ALLIANT TECHSYSTEMS of Everett, WA. Vessel was originally built to test their acoustic equipment.

1992

PROGRESSIVE MARINE of Bethpage, New York has bought the 106'x32' 2300SHP aluminum catamaran research vessel *"RIDGELY WARFIELD"* built 1967 by Bethlehem Steel.

U.S. OCEANOGRAPHY sold the 142' 1700BHP survey vessel *"EGABRAG III"* to an Alaskan fisherman.

1991

SHIN NIPPON KAIJI CO. of Tokyo has purchased the 193' 7040BHP UT-704 design tug supplier *"STAR AQUARIUS"* built 1975 from Indian buyers to convert to an ROV support vessel.

1990

356'x67' 2670dwt 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.

1989

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 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.

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1984

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.