

# Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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## Tug Sales & Charters

Since Marcon's first tug sale in 1985, we have sold or chartered 403 tugs totaling over 1,331,703HP, out of a total of 1,604 vessels and barges sold or chartered. Separate lists of tug supply boats and pushboats are available.

### 2025

In January, Marcon closed on the private and confidential sale of a 3,000BHP twin screw tug in the U.S.

### 2024

In October, Marcon recorded the private and confidential sales of four tugs.

Marcon ended September with the sale of a twin screw 3,900BHP tug between private clients.

June recorded the sale of a 1960s built 765HP single screw tug between private and confidential parties.

In March, Marcon completed the private and confidential charter of a 4,400HP twin screw tug.

### 2023



Marcon is pleased to report the sale of the 1,700BHP twin screw tug "*Ruby M*" (ex *Texaco Fire Chief*) from Dann Ocean Towing to repeat USVI buyers. Built in 1967 at Jakosen Shipyard in New York, the tug measures 100' x 28' x 13' depth and is powered by twin CAT D398TA engines driving a pair of fixed pitch propellers. Marcon was the sole broker in this transaction. This is the 12<sup>th</sup> tug sold or chartered year-to-date.

October saw the completion of one private and confidential sale of a twin screw tug.

In addition to the "Brooklyn" noted following, in July, Marcon completed one each private and confidential sale and charter of twin screw tugs.

Marcon is pleased to announce the sale of the 4,000BHP "*Brooklyn*" (ex *Brooklyn Service*, *Peggy Sheridan* and *Gulf Star*) from Apex Oil to Florida based buyers. Built in 1975 at Halter Marine, the 109' x 31' x 14' depth, the tug is powered by twin EMD 16-645E6 engines and is equipped with a single drum Markey winch. After a period of overhaul, the tug will enter service for the new owners. Marcon was the sole broker when Apex purchased the tug in 2013 as well as now for the sale to new owners.



Marcon can report it closed on the sale of the twin screw, ocean going tug "*San Felipe*" from SAAM Towage to its new South American owners. Built in 1996 at President Marine Pte, Singapore; the 2,800BHP unit measures 95' x 28' x 13' and is powered by twin Yanmar T240-ET main engines. The vessel is surveyed under Lloyds Register Class. The tug is being repositioned to the new owner's location and will eventually be renamed. Marcon was the sole broker in the transaction.

In June, Marcon sold an additional twin screw tug on a private and confidential basis.

In May, Marcon closed on two private and confidential sales of twin screw tugs.

# Marcon International, Inc.

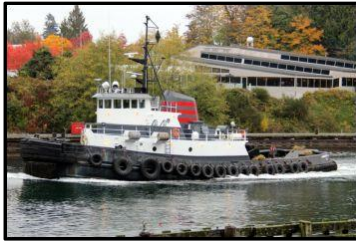
## Tug Sales Report

Marcon closed on the sale of the three 7,200HP U.S. flagged Invader Class tugs "*Ensign*" (pictured), "*Warrior*" and "*Ranger*" from owner Crowley Puerto Rico to an overseas client in an en-bloc deal. All three tugs were built in the mid-1970s at McDermott Shipyards in Louisiana. The tugs measure 132' x 36.5' x 19.2'. Each has triple rudders for close-quarter maneuverability and steering power for large tows as evidenced by their 75 short ton bollard pull. This sale represents the 127th, 128th and 129th vessels and barges that Marcon has assisted Crowley Maritime with selling, purchasing or chartering since Marcon sold Crowley's 1955-built supply vessel "*Gulf Mariner*" in 1986.



## 2022

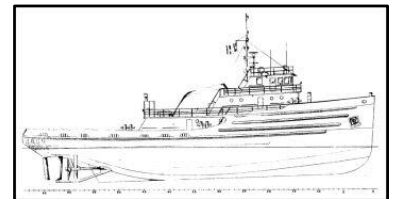
In November, Marcon closed on one private and confidential sale of a twin screw tug.



Marcon is pleased to announce the sale of the U.S. flag, 3,000BHP twin screw tug "*Kimberly C.*" from Curtin Maritime Corp. of Long Beach, CA. The tug was sold in February 2022 to its new Owners on private terms. The tug was built in 1978 at McDermott Shipyards in Amelia, LA as the "*Robin XIV*" (Hull No. 240) for the Robin International Towing Co., of Harvey, LA. Over the years she has seen continued employment under numerous Owners and names, and is well known in the USA on all coasts. She was sold by Robin International to Sea Containers, Inc. in 1985 and worked for a short stint as the "*Seaco Intrepid*" until she was sold to Bay Transportation Company of Tampa, FL. That company was acquired by Hvide Marine, Inc. (Seabulk International, Inc.) in 1988 when, following the acquisition, the tug was renamed "*Intrepid*". In 1990, the tug was again renamed, now to "*Broward*", under which she worked another six years or so until she was sold to Sea Coast Towing in Seattle, WA, who then renamed her as "*Paragon*". In 2007 Sea Coast Towing was acquired by K-Sea Transportation, LLC, which in turn was acquired in 2012 by Kirby Offshore Marine, LLC. In May 2018, Marcon brokered the sale of the "*Paragon*" to Curtin Maritime Corp. The tug was given Curtin Maritime's company colors and refit / upgraded with a new interior, put through the USCG COI process and traded successfully as the "*Kimberly C.*", until she was sold again via Marcon to her new Owners in Q1 2022. The "*Kimberly C.*" is known throughout the market as a 'nice riding tug' and a workhorse for all that have owned and operated her. We wish the new Owner all the best, with fair winds and following seas, in her continuing and storied service.

The tug's dimensions are 105' LOA x 32.0' beam x 15.3' depth with about 13.7' loaded draft. She is powered by a pair of EMD12-645E2s for 3,000BHP @ 900RPM driving a pair of 108" x 74.5" fixed pitch 4-bladed stainless steel propellers through Lufkin RHS 2120 3.973:1 reduction gears on 9.25" diameter shafts. She is open wheel and packs about 65,000g of fuel and 4,700g of water for a crew with berthing for about nine persons. The "*Kimberly C.*'s" business end sports an Intercon Double Drum DD-200 towing winch with a wire capacity of 2,200' x 2" on the one drum (with level wind) plus typically working with a synthetic line on the other drum. She also has a Nordic hydraulic double towing pin platform and stern roller aft. She has USCG COI SubChapter M certification and an ABS Loadline.

Marcon sold on a private and confidential basis a 3,900BHP twin screw tug between U.S. parties. The vessel has been refitted and is already at work for its new owners.



Marcon International, Inc. is pleased to announce the sale of a U.S. flag 1,300BHP twin screw tug between private buyer and seller. Marcon acted as sole broker in the transaction.

# Marcon International, Inc.

## Tug Sales Report

Marcon is pleased to announce the sale of the small line handling tug “Aoli” between Caribbean parties. Built in 2005 at Master Marine in Alabama, the tug measures 40ft x 16ft and is powered by twin John Deere main engines creating around 685BHP. The vessel was stored ashore for the past 18 months but will be reactivated, reflagged and relocated to start operations for its new owners. Marcon was the sole broker in the transaction.



## 2021



Marcon is pleased to announce the sale of a 3,000BHP twin screw tug between private interests. The tug will remain based in the Caribbean. Marcon acted as the sole broker in the transaction.

In a private transaction, a late 1990s built U.S. flag Articulated Tug Barge unit was sold outside of the U.S. Marcon was the sole broker involved in the transaction.



Private U.S. parties were involved in the sale of a late 1990s built, U.S. flagged 4,400BHP tugboat. Marcon was the sole broker for the transaction.

Marcon is pleased to announce that Colombian owners, Intertug, have sold their 1,800BHP twin screw tug “Carex” to US Virgin Island based buyers. Built in 1981 at Garber Shipyard, Berwick, Louisiana, the tug is powered by twin Cummins KTA38. It measures 65’ x 26 x 10’ depth of hull. It will be reflagged to the Antigua registry. Marcon was the sole broker in the transaction.

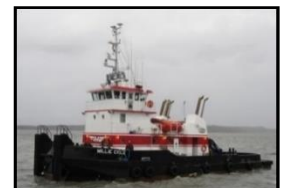


Crowley Marine Services Inc. has sold two of their 7,200BHP Invader series tugs, “Stalwart” and “Bulwark”, to private Washingtonian interests. The vessels were built in 1976 as Hulls # 219 and # 221 at McDermott Shipyard Inc, Amelia, LA. The vessels measure 136.2’ loa x 36.5’ beam x 19.2’ depth and are powered by twin EMD 20-645E5 diesels with Falk 4.345:1 gears driving two 132” x 82-88” 5-blade stainless props. Electrical service is provided by two 105kW CAT D3304 gensets. The tankage onboard includes 155,000g

of fuel and 15,000g of water. On deck the towing equipment consists of a double drum Markey TDSDW 36C towing winch capable of spooling two lengths of 2,800’ x 2.25” wire. The tugs were constructed by McDermott for Crowley. Marcon acted as sole broker.



Marcon International, Inc. sold the 1,800BHP U.S. flag sister tugs “Millie Cruz” and “Dana Cruz” to private buyers. The tugs were built in 2011 and 2010, respectively, at Fred Wahl Shipyard in Oregon as special purpose shallow draft tugs with ABS loadline making them suitable for both coastal and river work in Alaska. They measure 92.0’ loa x 88.0’ lbp x 36.0’ beam x 8.5’ depth x 3.80’ light draft x 5.80’ loaded draft with capacities for 23,000g of fuel, 500g of lube oil, 2,000g of potable water (plus 2,000gpd water maker), and 25,000g of ballast water. Each sister is fitted with two 45 ton Nabrico makeup winches, a Markey DESM-18S bow winch, Palfinger PL12000 MB crane, and Markey TES-22 Single Drum towing winch with 1,500’ x 1.375” wire capacity. The tugs are fitted with three CAT C18 Tier II main engines generating a total of 1,800BHP at 1,800RPM, driving three fixed pitch propellers via CAT 5202 3.42:1 gears. Bollard pull is estimated at 33,000 pounds. Marcon acted as the exclusive broker in both transactions.





# Marcon International, Inc.

## Tug Sales Report



As its first completed sale of 2021, Marcon International, Inc. is pleased to announce the sale of the ocean salvage and rescue tug *"Hulk"* (ex - *"Resolve Monarch"*, ex - *"Anglian Monarch"*) from Star Matrix Hong Kong, Ltd. to Japanese Buyers. The 11,400BHP ocean work horse was built in 1999 as the ETV *"Anglian Monarch"* at Matsuura Tekko Zosen; Japan as Hull No. S-510 for J.P. Knight Lowestoft, Ltd. of the United Kingdom. She was one of the first units of the UK's Emergency Towing Vessel Fleet (ETV) provided by JP Knight, and funded by the MCS and the fleet. The initial contract ran from 1999 to 2001, and the contract was taken over by Klyne Tugs of Lowestoft in 1999, which signed an eight-year contract executed in 2001, that eventually ran until September 2011 after a two-year extension. The ETV fleet was based in the Shetland Islands and was mainly a government driven response to the oil spill in 1994 from the tanker MV *"Braer"*. The tugs were stationed throughout the region and were operational 24 hours per day, 365 days per year. The contract was eventually cancelled as part of cost cutting measures undertaken by the UK DOT in its spending review and the ETV was no longer funded by the UK. In 2011 the tug was mothballed, along with three other tugs to save money. She was then moved to work on an ETV contract with the French government patrolling that country's coast and she completed her work there in 2013. Later that same year she was sold to Resolve Towing & Salvage for operations in that company's fleet world-wide. The tug successfully worked for that company until acquired by Star Matrix in late 2019 and she carried out numerous tows of rigs, as well as engaging in various salvage operations on a world-wide basis right up until her delivery to the new Owners in Japan in late February 2021.

The purpose built salvage / rescue tug has dimensions of 190' x 46.3' x 23.3' depth with a 19.4' loaded draft. Her twin Niigata 6MG41HX diesels provide 11,400BHP @ 500RPM and 152 tons of bollard pull and her 293,000g fuel capacity gives her a range of about 8,000nmi. Her maximum free running speed is 17 knots and her economical speed is roughly 11 knots. She has twin CP propellers in fixed kort nozzles and is very maneuverable with Kamewa transverse tunnel thrusters (900HP on the stern and 1,200HP on the bow). She also has independently controlled 'fish tail' rudders and a Kamewa Poscon fully integrated joystick control. She is fitted with two remotely operated Fifi monitors and has a self-drenching system for close in fire fighting in emergency situations. Her Manabe Zoki Co., Ltd. Double Drum Waterfall towing winch carries 1,500m x 71mm towing wire on each drum and 300 ton brake capacity. She is also fitted with the necessary related items for towing such as a 250 ton SWL stern roller, two 10 ton tuggers, and 500 ton SWL Karm forks for handling up to 102mm chain. She carries crew in 10 cabins and has additional room for six passengers as necessary in three double cabins.



### 2020



Crowley Marine Services Inc. has sold one of their 7,200BHP Invader series tugs, *"Hunter"*, to private Washingtonian interests. The vessel was built in 1976 as Hull # 224 at McDermott Shipyard Inc, Amelia, LA. The vessel measures 136.2' loa x 36.5' beam x 19.2' depth and is powered by twin EMD 20-645E5 diesels with Falk 4.345:1 gears driving two 132" x 82-88" 5-blade stainless props. Electrical service is provided by two 90kW CAT D3304 gensets. The tankage onboard includes 218,300g of fuel and 10,300g of water. On deck the towing equipment consists of a double drum Markey

TDSDW 36C towing winch capable of spooling two lengths of 2,800' x 2.25" wire. The tug was the 21<sup>st</sup> Invader Class constructed by McDermott for Crowley. The *"Hunter"* is often referred to as the *"fastest tug in the Puget Sound"* due to its frequent tug race wins over the years at the Seattle Maritime Festival. Marcon acted as sole broker in the transaction and represents the 124<sup>th</sup> vessel brokered by Marcon for Crowley Maritime over the last 34 years.

The tug *"Noelani"* was sold on private and confidential terms recently via the brokerage services of Marcon International, Inc. The vessel was originally built for the US Navy as the *"Winnemucca"* (USN Designation YTB-785) with keel laid down in 1965 at Marinette, WI by the Marinette Marine Corp. She was launched in December 1965 and delivered to the US Navy as one of the NATICK-Class large harbor tugs in April 1966. The tug, named after the city of Winnemucca, Nevada was originally assigned to the 5<sup>th</sup> Naval District in the Norfolk, Virginia area where she started her first career in June 1966 until the following Spring of 1967. At that time, she was assigned to Vietnam where she served in that conflict until the US involvement was concluded. She served with Task Force 117, the Mobile Riverine Force. During her almost six years of combat operations on the rivers, swamps and deltas of south Vietnam, the *"Winnemucca"* earned two US



# Marcon International, Inc.

## Tug Sales Report

Presidential unit citations and four US Navy Unit Recommendations. "*Winnemucca*" earned a total of 13 Battle Stars during the Vietnam conflict. At the end of the US participation in that SE Asian region, in 1973, the tug was reassigned to the 17<sup>th</sup> US Naval District and operated out of Adak, Alaska. Her tour of duty there ended late in 1975 when the ship began her service in San Francisco, where she was attached to the US Navy 12<sup>th</sup> District through 1979. The "*Winnemucca*" was eventually stricken from the US Navy List on December 22, 2003 and sold by the US Department of Defense January 21, 2004. The tug was converted to civilian use and bore the new name of "*Noelani*", which she will keep going into her next service life on the US West Coast.

The "*Noelani*'s" dimensions are 109.0' x 28.8' x 16.3' depth, and she is now powered with a single EMD12-710G7B for 3,000BHP (installed in 2012) and swings a 114" 4-blade propeller driven via Western 6:1 reduction gear. Her bollard pull is about 80,000lb., and she has excellent range with her fuel capacity of 50,000g. She is also fitted with a 400HP Vortex V2-36 Wesmar bowthruster which was installed in 2017. Her single drum Series 224 Almon Johnson towing winch has a pennant drum, as well as a level wind, and line-pull of 166,000lbs. The main towing drum carries 2,600' x 2" tow wire, and the tug is also fitted with a hydraulic towing pin system. She has two 2,000gpm FiFi monitors, a hydraulic aluminum fold down mast, 8 ton telescoping crane on the bridge deck, and is fully outfitted with modern NavAids and communication systems. Her electrical system is powered by 2 – 65kW / John Deere Tier 2 gensets, and she has 1 - 20kW / Northern Lights harbor set. The tug has sailed extensively for her former Owner to Hawaii, Alaska and the US Gulf and has excellent sea keeping abilities and fuel consumption characteristics. Marcon acted as sole broker in this sale, and wishes the mighty "*Noelani*" fair winds and following seas in her future endeavors as a true work horse in the marine industry.



McAllister Towing and Transportation Company of New York have sold their twin screw tug "*Barbara McAllister*" (ex *Bouchard Boys*, *T.J. Sheridan*, *T.M. 1*, *Ocean Star*) to Mar-K Towing in Florida. Measuring 104.6' loa x 36.3' beam, the tug was built in 1969 at Halter Marine, LA. The unit is powered by twin EMD 16-645E2 creating a total of 3,900BHP and is fitted with an Intercon single drum 200 winch. The buyer intends to remove the upper pilothouse and use as a shipdocking tug. Marcon was the sole brokers in the transaction.

The U.S. flag twin screw tug "*Pacific Warrior*" (ex- Powhatan, Robbyn J., Zapata 88, Hull 467) was sold. The tug was originally built in 1975 by Halter Marine in Louisiana. She was subsequently repowered in 2004 along with the installation of quad rudders, kort nozzles, new reduction gear foundations, shafts and propellers. She measures 105.0' loa x 96.8' lbp x 30' beam x 14' depth with a 11.7' loaded draft and has an ABS unrestricted ocean loadline. Tank capacities include 50,000g diesel oil, 600g lube oil, and 5,000g potable water. She's fitted with an Intercon single drum main towing winch with a line pull of 40 tons and drum capacity for 2,600' x 1.75" wire. Main engines are two Cummins KTA50M2 Tier 1 diesels with a total 3,000BHP at 1,800RPM driving two 91"x 89" 4-blade skewed fixed pitch propellers in kort nozzles through Reintjes WAT 772 7.445:1 gears. Bollard pull is rated at 45 short tons. Marcon acted as the sole broker in the transaction. The tug will be repositioned to Kodiak, Alaska to work for new owners Paradigm Marine.



Atlas Ocean Towing, LLC of California has concluded the sale of its tug "*Pacific Freedom*" to US West Coast Buyers. This is the second time Marcon has been involved with the sale of this tug. Originally built as the "*Victor J. Guidry*" in 1975 by Avondale SY in Mobile, AL (Hull 48) for the illustrious US Gulf offshore towing family of the same name, she was originally powered with Stork-Werskpoor main engines. She was purchased by a US West Coast company in 2001 with the intention to engage in towing tank barges on the US West Coast, and was known then as the "*Paula V*". Unfortunately, the tug suffered some major damage during an engine room fire in the Fall of 2001 while being delivered to the US West Coast from the US Gulf. For several years she was idle and in a continuous state of "*being rebuilt*" by her former Owner. Effectively she remained located at a small shipyard in Golden

Meadow, LA for an extended period while this work was underway. The tug was sold in an incomplete state of rebuild to US Gulf Buyers via Marcon's brokering in July 2006. Her total refurbishment and re-power were then completed by



# Marcon International, Inc.

## Tug Sales Report

that former Owner during 2006-2007. After her rebuild completion, she traded under the name of "Int'l Freedom", and was once again stationed in the US Gulf. She is currently powered by two EMD12-645E7s for 4,300BHP, and swings a pair of 117" 4-bladed propellers on 10" shafts through Falk 3550MRHC15A 4.65:1 reduction gear. Her dimensions of 110' x 32.0' x 17.5' depth and fuel capacity of 87,000g, coupled with her raised foc'stle bow, gives her excellent ocean towing range. She is also fitted with a Smatco 55 DTD-170 double drum towing winch, with 125T of line pull, and has quarters for 11 crew members in eight cabins. She was last sold from the US Gulf to the US West Coast in 2014 where she traded successfully in the Pacific Ocean with operations in Hawaii, and Guam. The tug was originally classed with ABS+A1, +AMS and she now carries an ABS Loadline. She was also recently certified by the USCG with a Certificate of Inspection for Oceans, under the Subchapter "M" requirements. The tug's new Owner will operate her throughout the Pacific Ocean, and world-wide within the company's service.



As the 1,499<sup>th</sup> sale or charter concluded over the last 39 years, Marcon International of Coupeville, Washington brokered the sale of the U.S. flag, twin screw tug "Nancy M" from Manson Construction Co. of Seattle, Washington. The "Nancy M" was originally built in 1970 at Albina Engine & Machine Works, Inc. in Portland, Oregon as the "Shelly Foss" (Hull 418) for Foss Maritime Company. The 90.0' x 30.0' x 14.2' depth / 14' draft tug was designed and built to take over as the prime ship-assist tug in Seattle, Washington, relieving the 1,200HP sister-tugs "Carol Foss" and "Shannon Foss" as ship tonnage and

arrivals and departures increased to where a more powerful tug was needed. Two distinctive features at the time, now common, was the design of the pilothouse window glass slanted inwards to minimize glare and viewing ports in the pilothouse "eyebrow" to better see tie-up lines and movement of the ships being maneuvered in and out of docks. The fifty-year old tug is powered by twin CAT D399TAs developing a total of 2,250BHP at 1,225RPM, Lufkin RLS 4218 5.526:1 gears and 84.5" 4-blade fixed pitch props on 8.5" diameter shafts in steering Kort nozzles. These were the days before azimuthing stern drive shipdocking tugs and Voith Schneider tractor tugs were in regular use. Owners reported that the Kort nozzles increased her actual bollard pull by about forty percent over a conventional open wheel installation, and the props being trainable 25 degrees each side increased the tug's maneuverability. Her bow and stern line winches were custom designed for more efficient line-handling, as both winches were controlled from the main console in the pilothouse alongside the main engine controls.

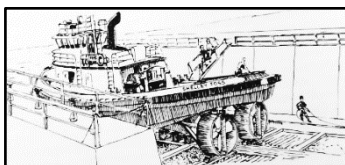


"Shelly" was an immediate success and called the "Queen of Harbor Tugs" by ship owners, agents and pilots. Reportedly the usual working of a request by ship's agents for assist tugs was, "We need two tugs to help our ship into dock; unless the 'Shelly' is assigned, then one tug will do." Reportedly "Shelly" docked and undocked nearly 12,000 ships, with a total tonnage of nearly 168 million tons, not including the Navy ships at Bremerton, where the tug's assistance was asked for on all major vessel shifts including large aircraft carriers moving in and out of the Navy Yard. Usually the "Shelly" (pictured right, tucked in under the port side of the USS "Constellation") was accompanied by five Navy

tugs when assisting these mammoth ships. Another heavyweight job occurred 1984 when the Voith Schneider tractor tugs "Andrew Foss", "Arthur Foss" and "Shelly Foss" assisted in moving the battle ship "Missouri", famous for signing of the Japanese peace treaty ending the hostilities of World War II. The navy ordered the ship moved from Bremerton, Washington to Long Beach, California for reactivation and Foss was awarded the job of towing her from Bremerton to the Straits of Juan de Fuca where a navy tug took over the ocean tow.



As the "Missouri" was a dead ship, the "Arthur" and "Andrew" pushed full thrust on the port and starboard quarters and the "Shelly" towed from out ahead. The 45,000-ton "Missouri" with the tugs doing the steering, came around the dogleg turn in narrow Rich Passage near Bremerton under perfect control and headed for the open water of Puget Sound. Without the "Missouri's" 180,000HP, the tugs were able to tow at five knots. With the weather cooperating, the trip was made in 12 hours and shortly after daylight the navy's ocean-going tug took over from Foss's tugs. With a replacement cost of about US\$800,000,000, the "Missouri" held the highest value of any Foss tow in the company's history.



"Shelly Foss" was rebuilt in 1993 with a new house, stern, etc. and continued working for Foss until 2009 when sold to Manson Construction of Seattle. Manson is a major



# Marcon International, Inc.

## Tug Sales Report

construction and dredging company regularly involved in building federal facilities and ports-of-call, ferry & cruise terminals, bridges, outfalls & pipelines, wharves and piers. They modified the tug with tall push knees to shift and provide support to their fleet of derrick barges. Towing gear consists of a single drum Foss built tow winch aft, push knees and two 20T hydraulic bow winches with fairleads forward for use in the pushing mode. Ship's power is provided by 115kW / CAT D3304 and 50kW 208/120VAC generators. Accommodations are provided for five crew. Although fifty years old this year, the "Nancy M" was still working and in good condition overall, with new Kort nozzles installed in 2018, and a fresh U.S. Coast Guard Subchapter "M" Inspection at the time of sale. Marcon acted as sole broker in the transaction and has represented both parties in previous sales and purchases. This has been the 363<sup>rd</sup> tug totaling 1,165,787HP brokered for sale or charter by Marcon. (Tug history thanks to book "Foss: Ninety Years of Towboating" by Michael Skalley (1981)).

A U.S. flag 4,800HP twin screw tug was sold on a private & confidential basis. Marcon acted as sole broker in the transaction.

### 2019

On the low horsepower end of the market, private Canadian buyers purchased the 150HP, U.S. flag, single screw tug "National" (ex-Buckeye State) from New York Sellers. The 42.0' x 12.4' x 6.6' depth / 5.0' draft tug was originally built in 1951 by Equitable Equipment Co. of New Orleans, Louisiana for Great Lakes Dredge and Dock Co. of Oak Brook, Illinois. After passing through the hands of a number of marine construction and dive companies she was inherited by the seller. The steel hull tug is powered by a single GM6-71NA diesel developing 150BHP at 1,800RPM, with an Allison 3:1 gear and fixed pitch prop. Tug's electrical power is provided by a single 15kW Onan 120vAC diesel generator. Towing gear consisted of just a double tow bitt aft, but she looked like a traditional work boat of another era.



Definitely much newer and with a lot more horsepower, tank barge operator, Kirby Corp. of Houston, Texas sold their U.S. flag, twin screw tug "Arabian Sea" to private interests. The 4,800BHP, high foc'stle bow tug was originally built in 2008 as the "Barbara C" by Don Church of SeaBoats, Inc. of Fall River, Massachusetts as Hull No. 8 for his privately owned and operated SeaBoats Incorporated / Tugs Unlimited Inc. of Portsmouth, Rhode Island. The 105.0' x 37.8' x 19.5' depth / 16.0' loaded draft tug is powered by a pair of CAT 3516B-HD diesels developing total 4,800BHP at 1,600RPM, Massone Marine 7.345:1 gears, ZF shaft brakes and 110" x 84" 4-blade props on 8"

shafts. Ship's power is provided by three 99kW / John Deere 6068TFM76 generators and towing gear consists of a single drum Almon Johnson 225 winch powered by a John Deere 6068TFM76 diesel. Tankage consists of 102,000g fuel, 1,760g lube oil, 10,000g potable water and 77,271g ballast water. In 2011, K-Sea Transportation, headquartered in New Brunswick, New Jersey and at the time operator of one of the largest U.S. coastwise tank barge fleets, acquired the "Barbara C" when they purchased the assets of SeaBoats Inc. to support their transportation of refined petroleum products. Shortly thereafter, Kirby Corporation acquired K-Sea Transportation Partners in a transaction valued at approx. US\$ 604 million. K-Sea then became a wholly owned subsidiary of Kirby and the tug was renamed the "Arabian Sea". Kirby Corporation, with their 1,065 inland (23.7 million barrels capacity) and 49 coastal tank barges (4.7 million barrels), is the nation's largest domestic tank barge operator transporting bulk liquid products throughout the Mississippi River System, on the Gulf Intracoastal Waterway, coastwise along all three United States coasts and in Alaska and Hawaii. Marcon acted as sole broker in the sale and has represented both the buyer in seller in previous transactions.



TradeWinds Towing's 3,800HP tug "Rachel" (ex-Challenger, Kinsman Challenger, Edie Stephens, Esther St. Philip, Offshore Endeavor, Esther St. Philip, Equator) completed a 5,200 plus nautical mile, forty-two day tow from Corpus Christi, Texas to the Pacific Northwest. The 110.0' x 31.0' x 17.2' depth, twin screw tug was originally built in 1976 by Allied Shipyard, Inc. of Larose, Louisiana as Hull No. 151 for United Tugs Inc. of Belle Chasse, Louisiana. The raised foc'stle bow tug worked over thirty-five years for companies such as US United Ocean Services LLC, St. Philip's Coastal Towing, Gulfcoast Transit, Bay Transportation, Hvide Marine

and Seabulk Towing Services before being purchased by TradeWinds in 2011. The 44.59st bollard pull tug was re-powered by twin CAT 3516B diesels in 2014 and is fitted with Reintjes 6.8:1 gears driving 93"x 80" 4-blade stainless steel props in kort nozzles. Towing gear consists of an Intercon DD200 double drum winch with 2,000' and 1,800' of 2" wire, 275' of 3.25" diameter / 10" circumference Amsteel Blue Spectra line, a bow capstan





# Marcon International, Inc.

## Tug Sales Report

for barge handling, and a full complement of towing hawsers, shackles, wire bridles and portable running lights in addition to two 3" diesel driven portable salvage pumps, a welding machine and two line-throwing guns. Tankage consists of 86,000g fuel, 1,650g lube oil and 12,000g potable water. Tug is classed ABS +A1 Towing, +AMS, Unrestricted Service. TradeWinds Towing and the "Rachel" has handled a number of long distance tows for Marcon over the years. Marcon acted as sole broker in arranging this tow.



The U.S. flag, 4,800HP twin screw, flush-deck, articulated pusher tug "Java Sea" has been sold by Kirby Offshore Marine of Houston, Texas to private buyers. The tug was originally built by Main Iron Works of Houma, Louisiana as the "Patriot" (Hull 360) - a 3,000HP, EMD 12-645E6 powered, conventional twin screw tug with a raised 49.3' height of eye pilothouse for Interstate Oil Transportation out of Philadelphia, Pennsylvania which was acquired by Sonat Marine of New York and mated up with their 10,700dwt petroleum barge "Sonat 81." In 1987, Sonat was acquired by Maritrans Operating Partnership of Tampa, Florida who operated the "Patriot" until 1998 when she was acquired by K-Sea Transportation of New Jersey and renamed "Java Sea". K-Sea converted the tug to an ATB by fitting a JAK-400 coupler systems in 2002 and repowered her with the present 6-cylinder Wartsila 6L26s and Reintjes 5.56:1 gears in Spring 2004. Tug is fitted with four blade fixed pitch props in kort nozzles and four flanking and two steering rudders. Ship's power is provided by two 212kW / John Deere 4045 generators. K-Sea was acquired by Kirby in 2011 and operated until 2017 when phased out of active service in Seattle, Washington. "Java Sea" is classed ABS +A1, Towing Service, +AMS, Unrestricted through September 2020 and was laid up in active class at the time of the sale. Marcon acted as sole broker and represented both buyer and seller in previous transactions. Marcon has sold or chartered nine tugs totaling 45,010HP so far this year and 357 tugs totaling 1,145,697HP over the last 38 years.



"Sea Voyager", a 7,200HP U.S. flag, twin screw ocean tug was sold by Crowley Maritime Services of Seattle, Washington to private buyers. Originally built by Equitable Equipment Company of Madisonville, Louisiana as the "Joshua T" (photo left), for Nolt J. Theriot Offshore, the tug became the "Marine Voyager" in 1983 when acquired by International Ocean Service, part of WFI Industries / Marine Power & Equipment of Seattle, Washington. She was again briefly renamed "Joshua" in 1985 before being transferred by a stroke of a pen when Marine Power & Equipment's parent firm was changed to Unimar International. Tug was then renamed "Independent Voyager" and now under ownership of United Marine Tug & Barge. In 1992, she was acquired by Crowley Marine Services as one of three Sea-Victory class tugs and renamed "Sea Voyager". The 149.5' x 40' x 22' depth, raised foc'stle bow tug is powered by twin EMD 20-645E5 diesels with Lufkin 5.93:1 gears and 4-blade stainless steel props in kort nozzles giving her a bollard pull of abt. 120 short tons ahead. Towing gear consists of an Intercon DD-250 double drum tow winch with capacity for 3,000' of 2.25" and 3,500' of 2.5" wire. Tankage consists of 199,727g fuel, 3,350g lube oil and 7,590g fresh water. Tug is classed ABS +A1, Towing Service, +AMS, Unrestricted through April 2021 and was laid up in active class at the time of the sale. Since our first sale of the 132' x 32' x 12' depth, U.S. flag, supply boat "Gulf Mariner" in 1986, Marcon has assisted in the sale, purchase, or charter of 123 vessels and barges owned by Crowley Maritime.



The 1,700BHP, very well maintained, twin screw tug "Teclutsa" was sold to U.S. Buyers late last month on private terms. Her dimensions are 88' x 27' x 12' depth, and she carries about 35,000g of fuel. The 1966 Bollinger Machine built, U.S. flag tug was working for her former Owner on the U.S. West Coast in harbor and coastal service up until the time of the sale. The tug had been completely refurbished in 2017 - 2018 with installation of heavier Reintjes WAV 1050 5.31:1 reduction gears and a new hydraulic steering system with fast acting 120 degree rudders. All tanks were blasted down to bare metal and coated plus steel renewals brought up to ABS Loadline requirements, with a fresh certificate issued in 2017. "Teclutsa" is powered by twin CAT D398's developing a total of 1,700BHP providing 21 tons of bollard pull. Towing gear consists of a single drum Almon Johnson tow winch with about 1,800' x 1.75" wire capacity plus a newly installed bow winch. Tug was previously known as "Tiger", "Sigfried Tiger", "Demarco 10", and was originally built as Hull No. 55, "Gulf Tiger" for Gulf Mississippi Marine of Houston, Texas. She was brought out to the U.S. West Coast in 1977 by Knappton Towboat Company of Astoria, Oregon, so has effectively been a U.S. West Coast boat for most of her working life.





# Marcon International, Inc.

## Tug Sales Report



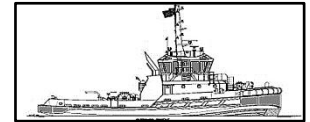
As part of its continuing program to update the age of its conventional towing fleet, Kirby Offshore Marine Pacific, LLC, of Houston, Texas sold its 3,900BHP twin screw ocean towing tug "Sea Hawk" to private US interests for continued service on the US West Coast. The vessel had worked the US West Coast and Pacific Northwest for some 18 years after being built for Allied Transportation Co., of Norfolk, Virginia in 1978 by Modern Marine Power, Inc. of Houma, Louisiana as Hull No. 21. Sea Coast Towing of Seattle acquired the tug in 2001, and that company subsequently became part of the K-Sea Transportation Partnership fleet during

K-Sea's acquisition of Sea Coast in 2007. Kirby Offshore Marine then acquired her in 2011 when that company bought all of K-Sea's assets. The vessel is an ABS Loadline Unrestricted Service certified ocean tug and carries 90,000g of diesel to power her twin EMD-12-645E5 main engines providing 3,900BHP @ 900RPM. She has open 116" x 76" 4-blade wheels, which power the 116' length overall x 32.0 beam x 16.5' depth hull through Falk 3.875:1 reduction gears at a 12 knots maximum free running speed. Towing gear consists of a double drum Markey TDSD 32 diesel powered winch with 2,400' x 2" wire capacity per drum and hydraulic tow pins aft. Tug is fitted with an upper pilot house with a 41' height of eye for pushing barges in the notch. "Sea Hawk" was retired from her former owner's service in January 2019 after returning to Seattle from Alaska, and delivered to her new Owners during the first week of March 2019. Marcon acted as sole broker and has represented both Buyers and Sellers previously.



Two private high horsepower, 80 tonne plus bollard pull, ASD tugs were time chartered on standby for towage of two offshore drilling rigs on a private & confidential basis. Marcon acted as sole broker in the transaction.

Another fully operational, U.S. flag, ASD tug sale was brokered between private buyers & sellers. The 22 year old, 4,400HP tug is powered by twin CAT 3516Bs developing abt. 60T of bollard pull. Marcon acted as sole broker.



After completion of the sale of the 3,600 dwt, ABS Ocean classed, rock dumping barge "DN145" two months ago (see next page), Marcon arranged with CMI Offshore Marine Ltd. of Greece for the delivery from Colon, Panama to Trinidad on behalf of the barge's new owners. The 71.1m x 20.2m x 4.7m depth barge departed Colon on 21<sup>st</sup> July under tow of the 105', 66mt bollard pull Rastar 3200 Class ASD tug "Leo" and safely arrived in Trinidad on the 30<sup>th</sup>. The barge will now undergo some minor repairs and modifications before being put to work. DSB Offshore Ltd. of London represented tug owners and

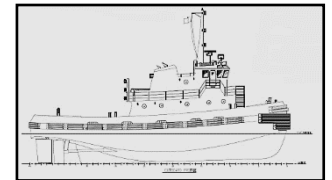
Marcon International, Inc. represented barge owners. This is the third ASD charter arranged this year by Marcon.

A 4,400BHP working, fully operational 1997 built, U.S. flag, 70ST bollard pull, ASD tug was sold between private buyers and sellers. Marcon acted as sole broker in the transaction.

## 2018

A 4,400BHP, U.S. flag, ASD tug was sold on a private & confidential basis. The 1990s built tug is powered by two CAT 3516Bs developing a bollard pull of abt. 59ST.

Marcon sold the 2,000BHP, U.S. flag, twin screw, line-haul tug "Mount Bona" (ex-Crosby Resolve) to private interests from a major operator for whom Marcon has completed many sales. The ABS Loadline certified tug was designed by Entech & Associates and built in 1998 by R&S Fabrication of Larose, Louisiana as the "Thad A" (Hull 030) - ordered and delivered at a time when very few twin screw, conventional tugs were being built in the U.S. After working for several different operators in the U.S. Gulf region, the tug was extensively upgraded, ending up in the Pacific Northwest where was placed into service towing in Puget Sound. The 90' x 32' x 13.5' depth tug has a loaded draft of 12.5', and is powered by twin CAT3508B's driving 87" x 91" fixed pitch propellers in kort nozzles through Reintjes WAF 571 7.09:1 gears. Tankage is provided for 53,000g fuel, 1,350g lube oil and 10,000g fresh water. Towing gear consists of an 80 ton line-pull, CAT 3304 powered Markey TDSD 24 side-by-



# Marcon International, Inc.

## Tug Sales Report

side winch with a level wind and capacity for 2,200' and 1,800' 1.75" diameter wires, hydraulic towing pin station and stern roller. Ship's power is a pair of 50kW / CAT 3304B gensets. Accommodations are provided for a crew of 7 persons in 4 cabins. Marcon acted as sole broker.



NuStar Terminals NV of St. Eustatius has sold their 680HP, twin screw, line-handling tug / mooring launch "*Edward I. Pancake*" to local Caribbean buyers for future trading. The 45.0' x 18.0' x 8.0' depth / 6.0' loaded draft tug was built in 1995 by Main Iron Works of Houma, LA. The Netherlands Antilles registered tug is powered by twin GM 12V71s with Twin Disc MG514 5.17:1 gears and 54" x 48" fixed pitch props and operates as a day-boat only. Marcon was sole broker.

Two U.S. flag, 4,300BHP AT/B tugs were sold, bringing our total this year to 15 tugs sold and two fixed on long distance tows. Both tugs were classic McDermott 126 footers. The first tug was built in 1974 and converted to an articulated pusher tug in 2006 with a JAK coupling system and raised pilothouse with about 24' height of eye and air draft of about 74-75'. The 126.0' x 34.0' x 16.5' depth tug is powered by twin EMD 12-645E5 Tier II turbo-charged diesels with Falk gears and fixed pitch props in kort nozzles, developing a bollard pull of 50.8 metric tons. The Markey tow winches on both were removed during conversion, leaving only a 40HP electric capstan aft. This tug (photo right) was my first introduction to McDermott built boats forty years ago when I sailed as mate on board on a short delivery run across the Irish Sea from Cork to Falmouth for Gulf Mississippi (pre-Zapata days). I remember falling in love with



the design the first time I walked her decks. The second tug was a close sister-tug built in 1973 with the same engine package, but open wheels vs. fitted with kort nozzles giving her a slightly lower bollard pull of 43.0 metric tons. Both had similar tankage with capacities for 100,000g fuel, 4,200g potable water and 6,000g lube oil; and were previously married to 100,000bbl double hull tank barges. The tugs are classed ABS +A1 Towing Service, +AMS, Unrestricted Service and were laid up in active class at the time of sale. Intended future trade will be with non-petroleum cargoes.

Two additional twin screw tugs totaling 8,550BHP have been sold on a private basis.

TradeWinds Towing of New Orleans towed the 190.0' x 58.0' x 7.0', 1985 built, steel drydock "*Gulf Trans*" from Larose, Louisiana to Cristobal, Panama with their tug "*Rachel*" on behalf of Central American Lines / Port and Service SA of Panama. After purchasing the drydock, owners spent several months preparing the unit for tow including installing a new 7' full width bow rake with internal framing. The 110.0' x 31.0' x 17.2' depth, U.S. flag, raised foc'stle bow, tug "*Rachel*" (ex- *Challenger*, *Kinsman Challenger*, *Edie Stephens*, *Esther St. Philip*, *Offshore Endeavor*, *Equator*) was built by Allied Shipyard in Larose, Louisiana. The ABS +A1 Towing, +AMS Unrestricted Service, tug was repowered in 2014 by a twin CAT 3516B diesels developing 3,800BHP with Reintjes 6.8:1 gears and 93" x 80" 4-blade fixed stainless steel props in kort nozzles. Tug endurance is about 32 days towing and bollard pull 44.59 tons. Towing gear consists of an Intercon DD200 double drum winch, bow capstan and a full complement of towing hawsers, shackles, wire bridles and portable running lights. Marcon acted as sole broker in fixing the 1,412nm tow and handled a number of purchases & long distance tows for tug owners and a half dozen plus purchases and sales for charterers over the years.



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



# Marcon International, Inc.

## Tug Sales Report

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.



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

standards. Tankage includes 120,000g fuel, 3,500g lube oil, 11,000g potable water and 8,500g ballast. This is the second time Marcon International has sold this tug as sole broker in the last 25 years.



Three additional U.S. flag, twin screw, conventional ocean tugs totaling 9,900BHP have been sold on a private and confidential basis to domestic U.S. buyers for further trading. Marcon acted as sole broker in the sales and has handled numbers previous sales and purchases for Sellers in the past. To date this year, Marcon has sold 11 tugs totaling 44,000BHP.

Seven U.S. flag, conventional twin screw ocean tugs totaling 28,750BHP have been sold to domestic buyers for further trading on a private & confidential basis during the first quarter of 2018. Marcon acted as sole broker in all seven of the sales, and has handled numerous previous sales, purchases and charters in the past for the various parties.



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.

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



## 2017



Marcon recently fixed the tow of the 400.3' x 106.3' x 28.3' depth heavy lift crane barge "*Pacific Lifter*" (ex-*Maya*, McDermott Derrick Barge No. 17) from Tuxpan on Mexico's East Coast to Ensenada, Mexico where it was handed over to Boyer Towing's 4,000HP tug "*Billie H*" to continue on to Seattle, Washington. The 3,000HP, ABS loadlined twin screw tug "*Simone*", purchased by TradeWinds Towing LLC of New Orleans through Marcon, handled the 3,900 mile tow without incident via the Panama Canal except for an eight day delay at the Canal which seems to becoming the "*new norm*". The 120' x

31' x 15' depth, 1970 McDermott built twin screw tug powered by twin EMD 12-645E2s, Lufkin 4.128:1 gears and 103" x 82" five blade fixed pitch props is set up for ocean towing,





# Marcon International, Inc.

## Tug Sales Report

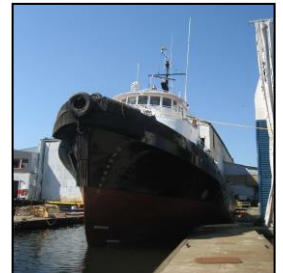
barge handling and salvage work. Towing gear consists of a Markey TDSD-32 double drum winch with a capacity for two 2,300' 2" wires and a stern roller. "*Simone*" is now heading light back to the U.S. Gulf and open for towing opportunities any direction.



The 5,750BHP, U.S. flag tug "*Ocean Pathfinder*" has been sold to U.S. West Coast buyers after her completion of a three year bareboat charter to Hawaiian operators. After becoming charter-free and returning to the mainland, the tug underwent her five year ABS class survey renewal prior to the sale and went to work the next day towing a barge to Alaska.

In 2013, prior to her longterm bareboat charter, "*Ocean Pathfinder*" completed a major rebuild and update of all certificates. The tug performed well during her three years of charter, brokered by Marcon, and proved to be a real work horse towing both in Hawaiian waters and to Alaska in all weather and sea conditions. Originally built in 1970 by J.R. McDermott Shipyard in Amelia, Louisiana as the "*Pathfinder*" (Hull

160), the tug is one of several 136' x 36.5' x 19.2' depth, well-known McDermott hulls still plying the waters of the U.S. and abroad. The tug is powered by a pair of EMD 16-645E5 diesels driving twin five-blade, fixed pitch 120" x 88" stainless steel props via Falk MRV3048 4.35:1 gears. Bollard pull is just shy of 70 tons. Main engines were overhauled and "zeroed-out" in 2016. Upon



completion of fresh five-year ABS class certificates, the tug, now renamed "*Island Explorer*" was delivered in very good condition to begin her next trading career under new ownership. Tug packs about 218,000g of fuel making her a good long-distance tower and is very maneuverable for a vessel of her size with a triple rudder system and open wheels. The double drum Markey TDS 36C tow winch has a capacity of 2,200' 2.25" and 2,600' 2.125" wire on each drum. A Markey WYM-20 windlass is fitted forward and hydraulic tow pins aft. We look forward to seeing

the "*Island Explorer*" continuing to work in the Pacific Northwest for many years to come.

As part of its on-going fleet renewal, the 3,800HP U.S. flag, twin screw tug "*Altair*" (ex- *Osprey*), was sold by Kirby Offshore Marine Pacific LLC of Houston, Texas to U.S. West Coast interests. The 106.5' x 33.5' x 17.0' depth tug was built in 1981 as Hull 8006, the first in a series of three close sister-tugs built by Edward Sanchez Marine Services Corp. of Fall River, Massachusetts. The boats were heavily built, possibly with the Panama Canal in mind, with 1/2" - 5/8" shell and bottom plate, a 1" x 4' deep belt and displacing abt. 732 long tons at design draft. In any case, Hull 8006 was acquired by Allied Transportation Company of Norfolk, Virginia after construction and named "*Osprey*". Sirius Maritime / Hawaiian Interisland Towing purchased the tug from Allied in 2002/3. They were acquired by K-Sea Transportation in 2006, which in-turn was acquired by Kirby Corp. in 2011. While the sister-tugs were powered with EMDs, "*Osprey*" is powered by a pair of turbocharged Alco 12-251Cs developing a total of 3,800HP at 900RPM, with Haley 4.5:1 gears and 4-blade 116" x 80" fixed pitch, open props on 10.75" shafts. This gives the tug a bollard pull of about 52.3 short tons. Towing gear consists of a single drum Rapp-Hydema tow winch with a capacity for 2,400' of 2" wire and hydraulic tow pins. Tug is fitted with an upper pilothouse with a 45' height of eye. Tankage includes 77,000g fuel, 1,900g lube oil, 6,898g potable water and 49,450g ballast. Tug is classed ABS A1, Towing Service, AMS, Unrestricted Service and was laid-up at the time of sale. Marcon acted as sole broker in the sale.



A U.S. flag, 5,200BHP ocean-going, twin screw tug was sold by Marcon on a private & confidential basis. The 116.0' x 36.0' x 16.5' depth / 14.5' draft tug was built in 2006. Vessel is powered by twin CAT 3516B HD Tier II compliant diesels with 7.429:1 Reintjes gears turning 107" four-blade, fixed pitch Kaplan props in Type 37 kort nozzles. Towing gear consists of an Intercon double drum winch with capacity for 2,500' of 2" wire. The ABS loadlined tug has tankage for 115,000g fuel. Marcon acted as sole broker in the transaction.

### 2016

With 2016's latest and the second sale of the 7,200HP tug "*Jimmy Smith*" (ex-*Gulf Commander*) to private U.S. West Coast buyers, Marcon International, Inc. of Coupeville, Washington has over the past 35 years brokered 322 tugs for sale or charter totaling 1,005,657HP. The 150.0' x 40.1' x 22.0' depth / 20.2' loaded draft, twin screw "*Jimmy Smith*" was built in 1976 by Equitable Shipyards, Inc. of Madisonville, Louisiana to ABS +A1, Towing Service, Ice Class C, +AMS class as Hull 1667, the "*Gulf Commander*". She was one of two sister offshore anchor-handling tugs built for Gulf Mississippi Marine, which later became Gulf Fleet Marine of Houston, Texas in 1978 and Zapata Gulf Marine Service in 1985. Tidewater, Inc. acquired the tug in their 1992 acquisition of Zapata Gulf. In 2002, Marcon brokered the

# Marcon International, Inc.

## Tug Sales Report

sale of the “*Gulf Commander*” from Tidewater to Honolulu-based Smith Maritime / Hawaiian Inter-island Towing and tug was renamed “*Jimmy Smith*” after the company’s founder. After being mobilized from the Gulf Coast and completing an extensive shipyard maintenance and repair period, the tug supported Smith Maritime’s inter-island petroleum trade and salvage operations. In 2004, “*Jimmy Smith*” sailed from Honolulu and successfully towed in the German 58,768mtdw, 282.1m x 32.2m x 32.2m depth, “*Hanjin Pretoria*”. The 4,300TEU, fully laden container ship was dead in the water after its MAN B&W main engine failed on 14<sup>th</sup> December while doing 19kn about 1,000 miles north of Hawaii. The tug reached the “*Hanjin Pretoria*” on 20<sup>th</sup> December and it took two days to connect up due to the heavy North Pacific winter weather. The tug’s 21 man crew were well supplied with sufficient food and water, but I have no idea whether a Christmas tree or Christmas pudding was included in the stores. The tow to Honolulu was completed the first week of the New Year. K-Sea Transportation of New Jersey inherited the “*Jimmy Smith*” in 2007 when they acquired Smith Maritime. Four years later Kirby Corporation of Houston, Texas completed acquisition of K-Sea Transportation Partners and their fleet of 58 tank barges and 63 tugs including the “*Jimmy Smith*”. The raised foc’stle bow tug is powered by twin EMD 20-645E7A diesels with Reintjes WAV 4800 5:1 gears and 144” x 144” 4-blade fixed pitch props on 12” shafts in kort nozzles, plus is fitted with a 535HP bow thruster to enhance maneuverability. She has a bollard of 103 short tons and free running speed of abt. 11-13kn on 220-330gph. Her 221,400g fuel capacity give the tug a range of abt. 11,070nm at 11kn. Towing gear consists of an Intercon DD 250 double drum side-by-side tow winch with a wire capacity of abt. 4,000’ and 2,000’ of 2” wire, stern roller and Intercon tow pins. “*Jimmy Smith*” was laid up in fresh water at the time of the sale. Considering that the present average age of the U.S. flag “sea-going” tug fleet is 34 years (built 1982), this sale of a forty year tug is a good example of “out with the old, in with the new” and fleet renewal in the towing industry. Kirby’s new high-horsepower tugs include the 2015 built, 10,000HP AT/B “*Nancy Peterkin*” and “*Tina Pyne*” plus two 120’, 4,900HP twin screw line-haul tugs to be delivered Spring & Fall 2017 -- all by Nichols Bros. Boat Builders on Whidbey Island; the 6,000HP AT/B tug “*Heath Wood*” built by the Fincantieri Marine Group of Sturgeon Bay; a new coastal petrochemical tank barge, one 185,000bbl AT/B and two 155,000bbl AT/Bs. Marcon International, Inc. was the sole broker in both sales of the “*Jimmy Smith*”.

Marcon International, Inc. of Coupeville, Washington is pleased to report the seventh and eighth tug sales of the year, with the deliveries of the 4,300HP, tugs “*Colleen McAllister*” (ex-*Ellena Hicks*, Hull 685) and “*Katie G. McAllister*” (ex-*Libby Black*, Hull 671) to new Owners Port City Marine Services of Muskegon, Michigan. The 124.0’ x 33.1’ x 19.9’ depth / 18.0’ loaded draft tugs were built in 1967 and 1966 respectively by Gulfport Shipbuilding Corp. of Port Arthur, Texas for Gulf Coast Transit Company, subsidiary of TECO Transport & Trade, of Tampa, Florida and mated up with the 420’ x 80’, 17,193dwt, ocean dry bulk barges “*Thelma Collins*” and “*Barbara Vaught*”, both of which have since been scrapped.



McAllister Towing & Transportation of New York purchased both tugs from TECO Transport in 2003. The “*Colleen McAllister*” and “*Katie G. McAllister*” are fitted with raised foc’stle bows and elevated pilothouses with 45 - 47’ heights of eye and powered by twin EMD 12-645E5s with Falk 4.27:1 gears and fixed pitch open props. Towing gear consists of Markey TYS 36 single drum, 2-speed tow winches with a capacity of 2,200’ of 2.25” wire. Tugs are classed ABS +A1, Towing Service, +AMS, Unrestricted Service. Port City Marine left New York City for Muskegon with the “*Colleen McAllister*” under tow of the “*Katie G. McAllister*”. Estimated time of arrival is just prior to Christmas, depending on weather and St. Lawrence Seaway traffic. New owners intend to outfit both tugs with Bludworth AT/B connection systems and utilize them in a similar capacity to their “*Prentiss Brown*” and “*Bradshaw McKee*”. Marcon brokered to Port City the 4,300HP sister-tug “*Prentiss Brown*” (ex- *Michaela McAllister*, *Betty Culbreath*) in 2008 and the 4,300BHP “*Bradshaw McKee*” (ex-*Susan W. Hannah*, *Kings Challenger*, IMT No. 1) to in 2009 and has handled numerous sales & purchases over the years for McAllister. With the sale of the “*Colleen McAllister*” and “*Katie G. McAllister*”, Marcon has brokered a total of 321 tugs with a total of 998,457HP for sale or charter in the last 35 years. We hope to break the 1,000,000HP mark by year end.

Guaran Feeder S.A. of Asuncion, Paraguay has purchased the 3,000HP tug “*Tiong Woon Ocean 16*” (ex-*Uni Haul Ina*) from TW (Sabah) Pte. Ltd. of Singapore. The 31.00m x 9.02m x 4.52m depth / 3.70m draft, Conan Wu design tug was originally built in 2005 by PT Nanindah Mutiara Shipyard / Labroy Shipbuilding & Eng. Pte. Ltd. in Batam, Indonesia as Hull T131 for Uni-Haul Lines / Emas Offshore. She was acquired by Tiong Woon Marine shortly thereafter. Tug is powered by twin 1,119kW CAT 3512B-DITAs developing a total of 3,000BHP at 1,600RPM, Twin Disc MG 5506 6.0:1 gears and fixed pitch props in kort nozzles. This gives the vessel a bollard pull of abt. 40 tonnes, speed of abt. 8-10kn and endurance



of 22 days continuous sailing. Towing gear consists of a 100T brake electric / hydraulic double drum tow winch with a line pull of 10mt @ 10m/min and wire capacity for 600m



# Marcon International, Inc.

## Tug Sales Report

42mm wire. Tug was actively classed LR +100A1 Tug, +LMC with Special Survey not due until 2020. Vessel was in good condition at the time of sale and reportedly had a good track record in Southeast Asia. The tug, now under RINA class and renamed "*GF Tacuari*", is sailing from Singapore to Montevideo, Uruguay where in November she will join her sister-tug "*GF Humaita*" (ex-*Tiong Woon Ocean 15, Uni Haul Ruth*) purchased in 2013. Guaran Feeder S.A. was formed in 2012 to provide a feeder service dedicated to transporting containers between the ports of Paraguay and Rio de la Plata (Montevideo and/or Buenos Aires) where it connects to the major shipping lines. Marcon handled both tugs as sole broker plus previously fixed the long term charter of a deck barge for Sellers.

Olympic Tug & Barge of Seattle, Washington has sold their U.S. flag, harbor tug "*Catherine Quigg*" (ex-*Swanee*) to U.S. East Coast buyers to support marine construction and dredging operations in that region. The 65.0' x 23.0' x 11.0' depth, twin screw tug was built by Jones Tug & Barge of Long Beach, California in 1977 for local service and originally powered by a pair of 455HP GM16V71s. Hull is welded steel with an aluminum two-level deck house fitted with an upper pilot station. The tug was later acquired by Olympic Tug & Barge who upgraded and repowered her with the current GM12V149s developing a total of 1,350BHP at 1,650RPM, Twin Disc MG520 5.04:1 gears and 59" x 59" 4-blade Kaplan fixed pitch props in stainless steel lined kort nozzles. ABS certified bollard pull is 18.85 short tons ahead, free running speed 10.5kn and range abt. 4,000nm. Towing gear consists of a Tulsa hydraulic double drum side-by-side tow winch with a capacity of 2,000' of ½" tow wire plus a soft-line on the second drum, an "H" bitt and three manual tow pins. "*Catherine Quigg*" worked mostly as a day boat, packing just under 20,000g of fuel. She has a small crew cabin, galley and mess area. Electrical power is provided by a pair of 30kW GM4-71 generators. Tug is fully fendered. This is the fifth tug Marcon has sold this year, totaling 7,690HP, and 318<sup>th</sup> tug sold or chartered, totaling 986,857HP, over the last 35 years.



1,700HP U.S. flag tug sold to Gulf Coast operators on a private & confidential basis. Marcon acted as sole broker in the sale and has represented both buyer and seller in a number of previous tug transactions. This is the fourth tug (total 6,340HP) sold this year.



A 90' x 27' x 12' depth, U.S. flag tug built by Bollinger Machine in Lockport, Louisiana in 1966 was sold between U.S. West Coast operators on a private & confidential basis. The 1,700HP, twin screw tug is powered by a pair of CAT D398B diesels with Reintjes 5.31:1 gears and fixed pitch props giving her a bollard pull of abt. 21 tons and free running speed of abt. 12kn. Towing gear consists of an Almon Johnson single drum winch with a capacity for 1,800' of 1.75" wire. Marcon acted as sole broker in the transaction and has handled a number of sales and purchases for both buyer and seller over the years. This is the third tug or a total of 4,640HP sold so far this year.

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



The 1,700BHP "*Benjamin Foss*" was sold by Foss Maritime Company of Seattle, Washington to private U.S. interests. The 78.0' x 26.3' x 11.0' depth x 9.7' draft, tug was built in 1980 by Main Iron Works of Houma, Louisiana as Hull 352 - the first in a series of seven "*Super D*" class, advanced, medium size tugs contracted in 1979. The low-profile tugs were built for PacTow, a Dillingham Maritime Company, and Foss Maritime, also a subsidiary of Dillingham in the 1980s, as a larger, enhanced version of the popular 1,200HP, 66' "*D*" class boats built in the mid-1960s. After delivery from the shipyard, "*Benjamin Foss*" remained in the U.S. Gulf for six months working for Foss' new Gulf Coast service until returning to the Pacific Northwest with a new 30,000bbl bunker barge. The tug has since worked in the Pacific Northwest, Alaska and on the Columbia River performing ship assists and as a line-haul tug. "*Benjamin Foss*" is powered by twin CAT D398s developing a total of 1,700BHP at 1,225RPM, with CAT 7261 4.65:1 gears, 76" x 76" fixed pitch props in kort nozzles and flanking rudders. This gives her a bollard pull of abt. 26.4 short tons. Towing gear consists of an Intercon SD-150 single drum winch with a capacity of 2,000' of 1.5" wire and a Foss Mk.2 bow winch with 150' of 1.125" wire. Another former "*Super-D*" tug, the



# Marcon International, Inc.

## Tug Sales Report

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



### 2015

Two 5,000BHP tugs were sold on a private & confidential basis.

Marcon arranged on a private & confidential basis the tow of an 11,000dwt ocean deck barge by a 3,800BHP tug.

Rebonave's 53mt bollard pull, twin screw deep-sea / anchor handling tug *"Monte da Luz"* successfully completed a 4,653nm trans-Atlantic tow of a 289' x 90' ocean work barge in ballast from Malta to the Caribbean. The 38.0m x 10.8m x 5.0m depth, Portuguese flagged tug is powered by a pair of 1,641kW Cummins QSK60-M diesels developing a total of 4,400HP through Reintjes WAF 773 6.44:1 gears to fixed pitch props. Towing gear consists of a double drum tow winch with a capacity for two 750m 48mm wires, gob-eye, tugger, capstan, stern roller, guide pins and shark jaws. Tug was built in 2013 by Yong Choo Kui of Sibul, Malaysia and classed BV R1 +Hull, +Mach, Unrestricted, AUT-UMS. Marcon acted as sole broker in the fixing the tow.

The Indonesian flag, twin screw, utility tug *"SMS Frontier"* and the Indonesian flag, 3,500mtdw, 230' x 60' x 14' ocean deck barges *"Labroy 172"* and *"Labroy 183"* were sold to private interests for trade outside of Southeast Asia. The 82.2' x 24.9' x 11.5' *"SMS Frontier"* was built in 2007 by PT. Mariana Bahagia in Palembang and powered by twin 610kW Yanmar 6AYM-ETE diesels developing a total of 1,658BHP at 1,900RPM, with Reintjes WAF 364 4.92:1 gears driving fixed pitch props in kort nozzles. Maneuverability was enhanced by a 50kW bow thruster. Deck gear consisted of a 30T SWL tow hook, 900mm stern roller and a 1.8T deck cargo crane. External firefighting is provided by a 300m<sup>3</sup>/h pump. The two barges were built in 2000 and 2001 respectively by PT. Nanindah Mutiara Shipyard in Batam, originally to Germanischer Lloyds class and later classed BKI +A11 (-) P Pontoon. Both barges are fitted with 6' high sideboards and have 10mt/m<sup>2</sup> deck loads with 12mm deck, bottom and side shell plate. Marcon International acted as sole broker in the sale.

The U.S. flagged, single screw tug boat *"Suiattle"* (ex-Mariner) has been sold by Dunlap Towing Company of Everett, Washington to Alaskan buyers. Tug was heavily built to ABS +A1 class in 1965 by Main Iron Works in Houma, Louisiana with a raised pilothouse for Interstate Oil Transport of Philadelphia, Pennsylvania – later to become Southern National Resources (SONAT Marine) and then Maritrans Operating Partners, to work with their 350' x 70', 10,000dwt, petroleum barge *"Interstate 70"*. Dunlap purchased the tug from Maritrans around the mid-90s during the phase out of single hull petroleum barges due to the Oil Pollution Act of 1990 (OPA'90). The 122' x 30' x 17.3' *"Suiattle"* is powered by a EMD 16-645E7B creating around 3,070BHP at 900RPM through a Philadelphia 42VRMGH 4.613:1 gear driving a 120" x 120", stainless steel 4-blade propeller in a fixed kort nozzle. The tug is equipped with a Markey TYS32 single drum winch capable of spooling 2,250' of 2" wire and a three pin hydraulic tow pin system with hold down. Tug carries 87,000 gallons of fuel, giving her a range of abt. 3,450nm and endurance of abt. 24 days. Marcon acted as sole broker in the transaction. This is the third tug which Marcon has sold or chartered in 2015, and the 308<sup>th</sup> brokered since we opened our doors.

Crowley Marine Services, Inc. of Seattle has sold a second sister-tug of the *"Point Class"* to Island Tug & Barge Co., of Seattle, Washington. The sale of the ABS +A1, Towing, +AMS classed, 2,100BHP shallow draft ocean towing / push tug *"Pt. Oliktok"* mirrors the transaction which Marcon brokered in 2013 between the two parties on the sister vessel ex-*"Pt. Barrow"*. The three *"Point Class"* sister-tugs were specifically designed and built to work in the Arctic, where Crowley needed vessels specifically designed to perform both ocean and coastal tows and push their 200' x 60' flat deck barges in shallow waters around Prudhoe Bay. The tug measures 90' x 32' with a depth of 11.2' and light draft of 6.0'. Normal operating draft is about 8.5' when loaded with about 60,000 gallons fuel, which gives the tug a decent towing range for coastal work. The triple deck tugs were built in 1982 by Dakota Creek Industries of Anacortes, Washington. While the hull is all welded steel construction, her superstructure is aluminum. *"Pt. Oliktok"* is powered by a pair of CAT3512 diesels which provide about 2,110BHP to fixed pitch 4-blade stainless steel propellers in kort

# Marcon International, Inc.

## Tug Sales Report

nozzles through Twin Disc 6.18:1 gears. The tug is also fitted with shaft brakes and previously fitted with steering and flanking rudders but the flanking rudders were removed by Crowley shortly after construction. The new Owner is considering reinstalling flanking rudders for added maneuverability while pushing ahead. Bollard pull is about 23.5 short tons. Towing gear consists of a single drum Smatco winch with a capacity of about 1,900' 1.75" wire, a hydraulic tow pin assembly aft and two hydraulic barge winches forward just aft of the vertical push knees. Marcon acted as sole broker in the transaction and has handled dozens of sales and purchases over the years for the Buyer and over 100 for the Seller.

### 2014

Crowley Marine Services, Inc. has sold their two 3,500BHP twin screw, low profile harbor docking and coastwise tugs "*Spartan*" and "*Saturn*" to private U.S. West Coast buyers. Both Red Stack tugs were originally built in 1969 for Crowley by Mangone Shipbuilding of Houston, Texas – a subsidiary of Stewart & Stevenson. Both came around from the Gulf to the West Coast with tows, the "*Saturn*" with a tandem tow of two new 150-series lightering barges before being assigned towing of large oil barges, and the "*Spartan*" with a new 250-series cargo barge before being outfitted for service in the Arctic hauling oil field supplies and fuel around Point Barrow, Alaska and later wintering over at Prudhoe Bay. "*Spartan*" and "*Saturn*" were built as slightly larger and higher horsepower versions of the "*Apollo*", "*Jupiter*" and "*Hercules*" built by Mangone two years earlier which also featured a low profile house and large aft deck. The 91.0' x 29.0' x 13.3' depth tugs are each powered by a pair of CAT 3516s totaling 3,500BHP at 1,800RPM with Lufkin 7:1 gears and fixed pitch, 5-blade stainless steel open props developing a bollard pull of abt. 54,800lbs. ahead and 40,900lbs. astern. Both boats were repowered from CAT D399s in 1994. Towing gear consists of a Skagit RB-90 double drum waterfall winch with a capacity for 1,600' of 1.75" wire on each drum plus a 600' 9" circ. emergency tow line. "*Spartan*" and "*Saturn*" were working in San Diego, California at the time of the sale and are being replaced by more modern tugs. Marcon International, Inc. acted as sole broker in the sale and has handled a number of sales and purchases for the buyer and over a hundred sales and purchases for the seller. Marcon has sold or chartered 9 tugs totaling 29,734BHP this year and 305 tugs with an aggregate horsepower of 951,329BHP since we first opened our doors.

Marcon International Inc. is pleased to announce the fixture of a modern 2009 built, 4,584BHP ASD tug on a long-term bareboat charter on a private and confidential basis. The 94' x 34' x 15' tug was built in 2009 and classed LR +100A1 Tug +LMC, +UMS. Powered by twin CAT 3516C-HDs driving Rolls Royce azimuthing props, tug is capable of developing 60 metric tons bollard pull and a free running speed of abt. 13.8 knots. Tug will be employed docking ships in Latin America. Marcon acted as sole broker in this and several previous charters between the parties involved. Marcon currently has three other ASD tugs in the 65 to 75 ton bollard pull range fixed on long-term charters in Latin America.

A 2,250BHP, conventional twin screw, 1982 built tug was sold between private South American parties. The formerly Lloyd's Register-classed coastal/harbor tug measures 80' x 26' x 14' depth / 9.85' draft and is powered by twin CAT D399 main engines and fixed pitch props. The tug has been reflagged to Panamanian registry, renamed and is about to set sail for its new home port. Marcon was the sole broker in the transaction. This was the second time Marcon has acted on behalf of the Buyers and the second or third time Marcon represented Sellers in a transaction. Marcon International has concluded sales of five tugs so far this year and 302 with a total of 939,745HP sold or chartered within the last 33 years. We hope to report one additional tug committed shortly.

Marcon International is pleased to announce the successful sale of the 3,900BHP, U.S. flag tug "*Maria Brusco*" (ex-*Ocean Service*) from a U.S. Owner to private overseas Buyers for transfer to registry under foreign flag. The 127' x 32' x 14' depth tug was originally built in 1967 at Burton Shipyard Inc. in Port Arthur, Texas as Hull 404 for International Bulk Transport of Wilmington, Delaware and operated for Sonat Marine towing petroleum barges coastwise. Tug underwent major reconstruction in 1987 under previous ownership. Her twin EMD16-645E2's develop a total of 3,900BHP at 900RPM through Falk LST 20000 2.48:1 reduction gears to 80" x 67" fixed pitch, stainless steel propellers in kort nozzles. The ABS Loadlined tug has a fuel capacity of 92,000 gallons, which gives her a good range for Caribbean, Atlantic and other long haul tows. The Smatco 62DADT-200, 250,000lb. line pull single drum winch has a capacity for 2,600' x 2.25" towing wire plus 690' of 2.25" wire on a pendant drum. "*Maria Brusco*" had been working in the U.S. Gulf, and Caribbean for the past few years, but spent much of her life towing plus performing a number of rescues in heavy weather on the Pacific Coasts of the United States, Hawaii and Canada for both Brusco and Sause Bros. Ocean Towing. The tug's next venture, under her new ownership, will reportedly be in support of foreign oil and gas market in South America. Marcon represented the Sellers in this transaction. This is the fourth tug sold by Marcon this year and the 301<sup>st</sup> tug sold or chartered over the last 33 years.

# Marcon International, Inc.

## Tug Sales Report

Marcon International, Inc. is pleased to report the sale of the 3,200BHP twin screw tug "*Catherine Turecamo*" (ex-*Atlantic Tempest*, *Gulf Tempest*, *Newpark Sunburst*, *Miss Lynn*) from Moran Towing Corp. of New Canaan, Connecticut to Calumet River Fleeting of Chicago, Illinois. The 111.0' x 30.0' x 15.5' depth tug was built in 1972 by Main Iron Works in Houma, Louisiana originally as the "*Miss Lynn*" for Fonteneau and Smith Boat Co. of Morgan City, Louisiana and passed through a number of hands over the next forty-two years. F&S was acquired by Newpark Marine, also of Morgan City, six years later and "*Miss Lynn*" was renamed "*Newpark Sunburst*", the first of many name changes. Gulf Fleet Marine of Houston, Texas, later to become Zapata Gulf, purchased her in 1983 when they repacked the original 1955 vintage 567C blocks to 645s and renamed the tug "*Gulf Tempest*". Names and ownership gets a little confusing with who's who around this time as she shows up in our archives as owned by S.P. Leasing Corp. out of Philadelphia and operated by Gulf Fleet under the name "*Gulf Tempest*" in 1987/8 and by December 1988 our archives show her as the "*Atlantic Tempest*" with a big "*Circle A*" on her stack in photos taken alongside the Atlantic Towing Terminal in Norfolk, Virginia. In any case, she was on the market in May 1989 as the "*Atlantic Tempest*" and sold in August 1989, presumably at that time to Turecamo Coastal & Harbor Towing of Staten Island, New York. The tug was renamed "*Catherine Turecamo*", under which name she has traded until this year - even after 1998 when Turecamo and several affiliated companies were acquired by Moran. "*Catherine Turecamo*" is powered by a pair of EMD 16-567CE2s totaling a continuous horsepower of 3,200BHP at 800RPM with Lufkin 2520 3.8:1 gears and four blade 104" fixed pitch open wheels. This gave her a bollard pull of abt. 89,000lbs and free running speed of abt. 10 – 14kn. Towing gear consists of a double drum side-by-side Smatco 55 DADT-170 winch with a capacity of 1,800' of 2" wire. She is classed ABS +A1, Towing Service, AMS, Unrestricted Service and reportedly being renamed "*John Marshal*" by new owners. Calumet River Fleeting, Inc. was founded in 1994 by the late Captain John M. Selvick and provides harbor services and lake wide towing in the Great Lakes. The history of Moran Towing dates back to 1860 when Michael Moran established Moran Towing in the Port of New York. Marcon acted as sole broker in the sale. (Photo Credit: Marine Traffic).

Marcon is pleased to announce the sale of the U.S. flag ocean-going twin screw tug "*Melvin E. Lemmerhirt*" to U.S. buyers on a private & confidential basis. The 3,900BHP tug was built in 1973 for Great Lakes Dredge & Dock Co. as one of the company's largest tugs by Southern Shipbuilding of Slidell, Louisiana as Hull No. 102. Southern Ship always had a reputation of building fine tugs, building their first in 1903. The shipyard was originally established by Fritz Salmen in the 1880s, becoming Slidell Shipbuilding in 1914 and Canulette Shipbuilding in 1919. After passing through several hands, it was renamed Southern Shipbuilding in 1957. The yard was eventually closed and the site razed in 1993. "*Melvin E. Lemmerhirt*" was named after a native of Chicago, who joined Great Lakes Dredge & Dock in 1935 and was active for 44 years as a project manager in charge of dredging, harbor-deepening and land-reclamation projects throughout the world. After his retirement, he continued to serve on the board of Great Lakes International and passed away in 1985. Great Lakes Dredge & Dock Company's operations spanned between 1890 and the present day, and have helped shape environments and transportation infrastructure around the world, including America's largest port cities. Great Lakes has played a major role in creating shorelines and waterways through both its dredging and construction activities, growing to be America's largest dredging contractor and a major international competitor. Principal dimensions are 125.0' x 32.0' beam x 17.9' depth, an 18' loaded draft and a minimum air draft of 60' due to her upper pilothouse. The vessel is powered by a pair of EMD 16-645E6 diesels developing a total of 3,900BHP at 900RPM driving 4-blade fixed pitch open wheels through Falk gears. Towing gear consists of a Markey double drum TDSD-36 tow winch with 2.25" wire. In 2004, "*Melvin E. Lemmerhirt*" completed a major seven-month long capital restoration project including replacement of over seventy-one tons of steel; major overhaul of the winch and main engines; new fendering, watertight doors and bits; interior upgrade and complete sandblasting and coating. Tug was drydocked in November 2013 with a 5 year ABS loadline renewal and in very good condition at time of sale. Marcon acted as sole broker in the transaction.

Kirby Marine Offshore sold the twin screw tug "*Pacific Patriot*" (ex-*Pacific King*) to U.S. West Coast buyers on private terms. Built in 1980 by Main Iron Works in Bayou Blue, Louisiana, the 1,700BHP tug measures 77' x 26.5' x 11' depth and is powered by twin CAT D398SCAC driving twin fixed pitch propellers in kort nozzles, developing a bollard pull of 26.4 tons and free running speed of 12kn. Towing gear includes an Intercon single drum SD-150 winch with a capacity of 2,000' of 1.5" wire driven by a GM 4-71 auxiliary engine. Vessel had been laid up for several years at the time of sale. "*Pacific Patriot*" was one of seven "*Super D*" class, advanced-design, medium size tugs originally built for PacTow, a Dillingham Maritime company, for service in Long Beach and San Diego harbors. This class included the "*Benjamin Foss*", "*David Foss*" and "*Edith Foss*" built for Foss Launch & Tug, also a subsidiary of Dillingham in the 80s. "*Super D*'s" were a larger, more powerful version of the 1960s 1,200HP, 66' "*D*" class tugs. Marcon acted as sole broker in the transaction and handled numerous sales and purchases over the years for the Seller.



# Marcon International, Inc.

## Tug Sales Report

On 2<sup>nd</sup> January 2014, Tradewinds Towing LLC's, 2,800BHP, twin screw tug "*Miss Lis*" (ex-*Kari A, Marine Pioneer*) successfully completed her second 5,000nm plus back-to-back tow from the U.S. West Coast to the Hudson River in New York. After completing the 52 day tow of Traylor Bros.' 225' x 78' ocean crane barge "*Thomas W*" from Long Beach, California the end of last September, "*Miss Lis*" promptly turned around and headed to San Francisco light. On 8<sup>th</sup> November 2013, the U.S. flag tug picked up ABF LLC's (American Barge / Fluor Enterprises, Inc.) 250' x 72' x 15' deck barge "*OC 262*" loaded with material for the new Tappan Zee Bridge Project. The "*OC 262*" will join other equipment from the Joint Venture group building the new \$3.1 billion, 3.1 mile twin span cable-stayed bridge crossing the Hudson River. This project is the single largest bridge construction project in New York's history. The first span of the new twin-span bridge is scheduled to open in 2016 and the new bridge should be completed in 2018. Both long distance tows were fixed through Marcon International, Inc. as sole broker. The 82' x 28.3' x 11.2' depth "*Miss Lis*" is powered by a pair Mitsubishi S12R-MPTAs developing total of 2,800BHP through Reintjes WAF562 4.5:1 reduction gears to 62.3" x 77" Nautican propellers in recessed, fixed kort nozzles with triple rudders. The tug was originally powered twin turbocharged GM12V149s developing 1,900BHP, but current Owners repowered her in 2007.

"*Miss Lis*" was custom built in 1982 with a steel hull and aluminum superstructure as the "*Marine Pioneer*" by Marine Power & Equipment in Seattle for their affiliated operating company Marine Logistics Corp. The tug was specifically designed to not only be able to tow fully loaded barges the 2,300nm distance from Seattle across the Gulf of Alaska and on to Nome in the Bering Sea, but be able to work the loaded barge within the port's narrow, six-foot deep channel, turn around and head back out to the open sea again. The tug was purchased by Anderson Tug and Barge out of Seward, Alaska in the late 1980s and sold to Tradewinds in 2005 through the auspices of Marcon International. Marcon has sold Tradewinds Towing three tugs and fixed several additional tows to date over the last 9 years.

### 2013

Salmon Bay Barge Line, Inc. of Seattle, Washington has purchased the 3,000BHP, U.S. flag, twin screw tug "*Mikimiki*" from Sause Bros. Inc. of Portland, Oregon. The steel-hulled tug was originally designed and built in May 1960 by Albina Engine & Machine Works, Inc. in Portland as their Hull No. 335 for Oahu Railway & Land / Hawaiian Tug & Barge of Honolulu, both Dillingham companies. "*Mikimiki*" was originally powered by a pair of Fairbanks Morse 5-38D8-1/8, single-acting, 2-stroke, opposed piston diesels developing a total of 1,600HP. Although of the same name, this "*Miki*" is not one of the 61 famous wooden hull ocean-going tugs of the same name / class first designed by L.H. Coolidge in 1928 and built in the 1940s for the U.S. Army. The original single screw, wooden "*Mikimiki*" was dismantled and her hull beached at the mouth of Joe Ney Slough in Coos Bay, Oregon in 1971. In 1985, Sause Bros.' Southern Oregon Marine, Inc. (SOMAR) completely rebuilt the steel "*Mikimiki*" in Coos Bay. Since 1979, SOMAR has constructed, modified, and maintained much of Sause's fleet of tugs and barges, enabling them to adapt rapidly to market changes and customer needs. At this time, the tug was repowered with twin 1,500HP EMD 12-645E2s, Reintjes WAV 1850 5:1 gears, and four-blade stainless steel 106" x 92" inboard turning fixed props on 8" stainless shafts. This gives her a bollard pull abt. 38.5 short tons. A new pilothouse, rubber bow pud and "*D*" rubber fendering was also installed. Towing gear consists of an electric Almon Johnson double drum winch with a capacity for 2,000' of 2" wire, stern roller and hydraulic three tow pins. Ship's power is provided by a pair of 75kW Lima / John Deere Tier 2 diesel generator sets installed new in 2010. "*Mikimiki*" has been towing a 303' x 90' x 22' ocean lumber barge for years between Coos Bay, Portland, Hawaii and Los Angeles, California. She was in very good condition at the time of purchase and has a valid ABS International Load Line Certificate with no open statutory deficiencies reports. New Owners are planning to use the tug to tow their 333' x 82', 9,570lt dw ocean, self-discharge cement barge, which was purchased through the auspices of Marcon International in 2007. Marcon acted as sole broker in both transactions and has handled numerous sales and purchases for Buyer and Seller.

Tiong Woon Marine Pte. Ltd. of Singapore sold their 3,000BHP twin screw tug "*Tiong Woon Ocean 15*" (ex-*Uni Haul Ruth*) to Latin American interests. The 31.0m x 9.0m x 4.5m depth / 3.5m draft tug was built in 2005 by Nanindah Mutiara Shipyard in Batam, Indonesia and classed LR +100A1 Tug, +LMC with all surveys and certificates up-to-date. The "*Tiong Woon Ocean 15*" is powered by a pair of CAT 3512B-DITA diesels totaling 3,000BHP at 1,600RPM with Twin Disc MG5506 6:1 gears and 4-blade fixed pitch manganese bronze props in fixed kort nozzles. Bollard pull is approx. 40 tonnes. Her towing gear consists of a 100 tonne brake electro-hydraulic, single drum winch, 42mm main and 40mm spare tow wires, two 40mm pennant wires, wire bridles, other miscellaneous shackles and deck inventory. There is tankage for abt. 220m<sup>3</sup> fuel and 51 tonnes fresh water, which gives her a range of approx. 22 days continuous. Air conditioned accommodations are provided for 12 crew in 5 cabins. "*Tiong Woon Ocean 15*" recently

# Marcon International, Inc.

## Tug Sales Report

completed a two year charter in North Africa before being shipped back to Southeast Asia when she underwent intensive maintenance, survey and repair. The tug worked on a contract to an oil major in Malaysia right up to a few days before her delivery to new Owners, and reportedly had a very good track record with charterers. Buyers have requested that their name be kept confidential for commercial reasons. Vessel is expected to depart shortly on her almost 10,000nm delivery voyage crewed and managed by TOS Ship Delivery BV.

Marcon International, Inc. of Coupeville, Washington is pleased to report that the 5,570BHP tug *"Jabbar"* has been sold by Awal Marine Services of Manama, Kingdom of Bahrain to TradeWinds Towing LLC of Saint Augustine, Florida. *"Jabbar"*, meaning *"powerful or tremendous"* in Arabic, was originally built by Main Iron Works of Houma, Louisiana as their Hull 335 for McAllister Towing & Transportation of New York. The twin screw tug was operated by International Tug Service, a joint venture company between McAllister and Arabian American Oil Co. Ltd. (Aramco) of Saudi Arabia in the major oil port of Ras Tanura prior to Aramco being purchased by the Saudi government in 1980. *"Jabbar"* was purchased by Awal Marine Services in 2001 and since that time regularly worked in the Arabian Gulf; Bombay High, India and offshore Croatia.

The 38.14m (126.0') x 10.98m (36.0') x 5.67m (18.6') depth tug is powered by a pair of recently overhauled EMD16-645E7B diesels with fixed pitch props in kort nozzles developing a total of 5,750BHP at 900RPM. Maneuverability is enhanced by two flanking rudders forward of each propeller, in addition to the main rudders and a bow thruster. Towing gear consists of a 150 tonne brake Smatco 66DAW-200 double drum winch; 10T tugger winch; open stern with a 3.15m x 0.914m 100mt stern roller; 200 tonnes hydraulic shark jaws & angular Smith Berger hydraulic tow pins new in 2007 plus two 5 tonne hydraulic berthing / unberthing winches forward. External firefighting is provided by a 5,000gpm fire pump driven by a GM16V71 is connected to a water / foam monitor and ship's power provided by three 95kW / GM8V71 230/115VAC 60Hz generators. Tankage includes 112,000g fuel, 24,000g fresh water, 3,408g foam and 2,090g dispersant. *"Jabbar"* is classed ABS +A1, Towing Service, +AMS valid through June 2018. There have been a few tugs that have stood out and were considered as favorites by Marcon International for various reasons. *"Jabbar"* has always been one of these few. When Marcon first started brokering tugs 32 years ago, we recognized that certain shipyards had reputations that followed their tugs and barges – both good and bad. When we marketed a second-hand tug for sale built by Main Iron Works we knew though that we were marketing a quality-built tug that would endure as long as owners and operators took the proper care over the years. The name Main Iron Works as builder made our job easier, as it lent a certain cachet to the technical specifications in our marketing flyers. *"Jabbar"* is an example of both that quality construction and good care as evidenced by the first brief inspection reports e-mailed back to our office – *"engine room in immaculate condition"*, *"steering flat in perfect condition"*, *"no knife edging on frames in ballast tanks"* and *"still long life....."*. The tug, renamed *"Isabelle"*, will operate under Vanuatu registry performing coastwise and ocean tows including project cargoes, marine salvage, rescue towage, and dredging & construction support within the Gulf of Mexico, Caribbean and Central & South America. *"Isabelle"* is ready-to-work and Marcon is actively looking for tows from the Arabian Gulf towards North / South America, U.S. Gulf Coast and all points in between. TradeWinds earlier this year successfully completed a 5,233nm tow with one of their smaller tugs, also fixed through Marcon. Marcon International has marketed *"Jabbar"* off and on while charter-free on a *"private & confidential basis"* since 2003 when we first brokered Awal Contracting's two 95 – 100' ABS-classed tugs *"Martha"* (ex-*Martha Theriot*) and *"Justine"* (ex-*Toya Alario*) to Trinidadian Buyers. Marcon also handled purchase of the two U.S. flag tugs *"Miss Lis"* (ex-*Kari A, Marine Pioneer*) and *"Simone"* (ex-*Leslie Foss, Caribe Pioneer, Leslie Foss*) for TradeWinds Towing LLC, acting as sole broker in all four transactions.

Stevens Towing of Charleston, South Carolina has sold their U.S flag, twin screw tug *"Island Fox"* (ex *Pt. Brower, Arctic Knight, Arctic Fox*) to private foreign buyers. The 85' x 30' x 11' depth tug was built in 1981 at Dakota Creek Shipyard in Anacortes, Washington as the *"Arctic Fox"* for Bering Marine of Seattle. The tug was originally designed and built as a versatile boat for working both in the rough, cold coastal waters and the shallow rivers of Alaska. *"Island Fox"* is ice strengthened and shallow draft, having a tunneled stern with propellers in fixed kort nozzles set up into the stern to allow for an operational draft of abt. 6.0' light for river work. The tug is also able to be ballasted down to an approx. loaded draft of about 8.5 - 9.0' for coastal towing. Propulsion is provided by a pair of CAT D398 diesels, producing a total of 1,700BHP @ 1,225RPM and Reintjes WAV 1050 gears with 3.95:1 reduction and capacities include 32,330g fuel, 446g lube oil and 1,650g fresh water. Towing gear consists of a single drum Markey TYS-24 winch with 25,000lbs of line pull and capacity for 1,350' of 1¾" wire, plus hydraulic tow pins and stern roller. *"Island Fox"* is also fitted with two electric barge winches mounted just aft of the house, with fairleads leading forward, and a push knee on the bow for making up to the stern of barges while in the pushing mode. Crew accommodations are provided in three single and two double berth staterooms. The 32 year old tug was in good condition, having just come off contract. She also has a valid ABS load line good through August 2016. *"Island Fox"* is being delivered on her own

# Marcon International, Inc.

## Tug Sales Report

bottom by the Buyer to her new home in the Caribbean. Buyers requested their name be kept confidential for commercial reasons. Marcon International, Inc. acted as broker for the Sellers, to whom Marcon sold the vessel in 2006 from the West Coast.

A recent addition to Foss Maritime's fleet is the 5,750BHP "*Ocean Pathfinder*" (ex-*Pathfinder*) taken on long term charter. Marcon sold the 136.2' x 36.5' x 19.2' tug in November 2012 to local buyers who completed major repairs, overhaul and recertification prior to chartering to Foss, also through assistance of Marcon. "*Ocean Pathfinder*" is one of the classic McDermott Shipyards' built 136 footers, powered by turbo'd EMD 16-645E5s with Falk 4.536:1 gears, five blade stainless steel props and triple rudders for high maneuverability. Bollard pull is approx. 135,000lbs. Tug is classed ABS +A1, Towing, +AMS, Unrestricted Service. One of "*Ocean Pathfinder's*" first jobs was in September when Foss, working in a joint venture with sister company Carlile Transportation Systems, completed "*an extraordinarily challenging*" load-out for ConocoPhillips that included 415 concrete panels and 20 steel girders. Foss spent 22 days preparing and loading the barge, seven days transiting to Valdez and seven days offloading. The concrete roadway panels, girders and other pieces, were components of three vehicle bridges ConocoPhillips is assembling on the North Slope. From Valdez, Carlile is moving the cargo to the oilfields with heavy-haul trucks, which will take a couple of months. "*It was an extraordinarily complex loading job,*" said Capt. Jim Van Wormer, Foss project manager. "*The panels weren't interlocking, and we had to come up with a way of corralling them so they wouldn't slide around when they were stacked.*" Foss built fifty two 13' high stanchions welded to the barge deck and braced against the stacks of concrete panels, ranging from 24 to 44' long. A daily crew of 15 workers were on the three-week loading job, plus seven welders worked at night. Barge was KRS Marine's 330.0' x 86.0' x 20.4' "*KRS 330-11*" (ex-340, FNT 340, MLC 340-1) brokered to KRS by Marcon in December 2010.

After 52 days, the 2,800BHP twin screw tug "*Miss Lis*" (ex-*Kari A*, *Marine Pioneer*) successfully completed the 5,233nm tow of the ocean crane barge "*Thomas W*" from Long Beach, California through the Panama Canal to the Hudson River in New York. The 225' x 78' x 15' depth, ABS +A1 Ocean crane barge, outfitted with a 400T Whirley with a 150' boom and laden with three smaller flat deck barges, was destined for the new Tappan Zee Bridge Project in New York. The barges will be working for the Joint Venture group to build the new \$3.1 billion. 3.1 mile twin span cable-stayed bridge across the Hudson River. This project, the single largest bridge construction project in New York's history, is estimated to take approx. five years with completion projected for 2018. Tug and tow departed Long Beach during the first full week of August and arrived in New York on September 30<sup>th</sup>, 2013. The 82' x 28.3' x 11.2' depth tug is powered by a pair Mitsubishi S12R-MPTAs which produce a total of 2,800BHP through Reintjes WAF562 4.5:1 reduction gears to 62.3" x 77" Nautican propellers in fixed kort nozzles and triple rudders, all installed in 1997. "*Miss Lis*" was originally powered twin turbocharged GM12V149s developing 1,900BHP, but Tradewinds Towing repowered her in 2007. The tug had been built in 1982 as the "*Marine Pioneer*" by Marine Power & Equipment in Seattle for their affiliated operating company Marine Logistics Corp. and sold during the last major downturn in the late 1980s. She was working docking ships and coastal towing for Anderson Tug and Barge in Seward, Alaska when purchased in 2005 by her current owner through the auspices of Marcon International, Inc.

Another recently built, 82 tonne bollard pull azimuthing tug has been fixed on a long term, three year bareboat charter in Central America on a private and confidential basis. This is the second charter which Marcon has arranged this year for the charterer and the fourth fixture from the same owner within the last twelve months. Marcon acted as the sole broker in this transaction. With this latest charter, Marcon International, Inc. currently has a total of four modern ASD tugs between 65 and 82 tonnes bollard pull committed from various owners on long term charters in Latin America.

Marcon has brokered the sale of another tug from Crowley Marine Services, Inc. to Island Tug & Barge Co., of Seattle, Washington. The sale of the ABS +A1, Towing, +AMS classed, 2,100BHP shallow draft ocean towing / push tug "*Pt. Barrow*" closed during the 3<sup>rd</sup> week of July. The tug is already getting a fresh paint job with ITB's colors with her new name "*Island Wind*" and she will promptly be again underway, this time working for her new Owner. "*Pt. Barrow*" was originally designed and built to work in the Arctic, where Crowley needed tugs designed to perform both ocean and coastal towing in shallow waters around Prudhoe Bay while pushing barges. Her principal dimensions are 90' x 32' with a depth of 11.2' and a light draft of 6.0'. Her normal operating draft is about 8.5' when loaded with fuel. The triple deck tug was one of three sister-tugs in the "*Point Class*" built in 1982 for Crowley by Dakota Creek Industries of Anacortes, Washington. While the hull is of all welded steel construction, her superstructure is aluminum. She is powered by a pair of CAT3512 diesels which provide about 2,110BHP to fixed pitch propellers in kort nozzles through Twin Disc 6.18:1 gears. "*Pt. Barrow*" is also fitted with shaft brakes and has steering rudders and flanking rudders for added maneuverability while pushing ahead. Her bollard pull is about 23.5 short tons. Towing gear consists of a single drum Smatco winch with a capacity of about 1,900' 1.75" wire. She is also fitted with a stern roller aft and two hydraulic



# Marcon International, Inc.

## Tug Sales Report

barges winches forward plus push knees. *"Pt. Barrow"* packs about 60,000 gallons of diesel fuel which gives her a decent towing range.

A modern 2011 built, 5,364BHP ocean ASD tug was fixed on a long-term bareboat charter on a private and confidential basis. The 32.0m x 11.6m x 5.4m tug was built in 2011 and is classed Lloyds Register + 100A1 Tug LMC, FiFi 1. Powered by a pair of CAT 3516Bs driving stern mounted Schottel SRP1515FP azimuthing props, tug is capable of 75 metric tons of bollard pull and a free running speed of abt. 13 knots. The tug will be employed docking ships in Latin America. Marcon acted as sole broker in this and the previous charter arranged for this tug in the region. Marcon currently has two other 65 ton bollard ASD tugs fixed on long-term charters in Latin America. An additional 72 ton bollard pull ASD tug is expected to commence a similar long-term charter next week.

Vessel Management Services, Inc., a Delaware corporation, has sold their twin screw tug *"Sinuk"* to King River LLC of Palmer, Alaska. The 85.8' x 28.5' x 10.0' depth, model bow tug was built in 1995 by J. Ray McDermott Shipyard in Morgan City, Louisiana. The tug, along with her sister *"Siku"*, were designed for coastwise towing and lightering of deck cargo / petroleum barges supplying the numerous remote sites and villages in southwestern and western Alaska. *"Sinuk"* is powered by a pair of CAT 3412DITA diesels totaling 1,248BHP, turning 5-blade stainless steel props through Twin Disc MG540 6.18:1 marine reduction gears. Her stern configuration shrouds both propellers in tunnels, allowing the tug to work at a shallow draft of about 5.5' light and 8.25' loaded. Bollard pull for the class is about 25,000lbs. ahead and 18,720lbs. astern. *"Sinuk's"* towing gear consists of a Markey TYS-24 single drum winch with a pendant drum, plus push knees forward. Ship's power is supplied by a pair of 105kW generators driven by CAT 3304s. Tankage includes about 40,000g. fuel, 700g lube oil and 2,800g fresh water. The 117GRT tug is classed ABS +A1, Unrestricted Service, +AMS and carries an ABS International Load Line. *"Sinuk"* was laid up for the winter in Bethel, Alaska out of the water at the time of purchase. New Owners have renamed the vessel *"Ari Cruz"*. This is the fifth vessel transaction that Marcon has concluded with the buyer.

Marcon International, Inc. is pleased to announce the sale of the two U.S. flag, 3,900BHP twin screw sister-tugs *"Atlantic Service"* (ex-*Atlantic Star*) and *"Brooklyn Service"* (ex-*Peggy Sheridan, Gulf Star*) to private buyers. Both tugs were built in 1975 by Halter Marine Services, Inc. of New Orleans, Louisiana for Sheridan Transportation to handle their 11,000 – 15,000dwt petroleum barges *"Hygrade 95"* and *"S.T. 114"*. The tugs both worked for Red Star Towing and Amerada Hess Corp. of New York until the Hess fleet was acquired by Leevac Marine / Hornbeck. The tugs measure 109' length overall x 31' beam x 14' depth. Both *"Atlantic Service"* and the *"Brooklyn Service"* are powered by twin EMD 16-645E2 main engines, Falk gears and 4-blade 100" x 76" high-efficiency props, which develops bollard pull of about 34.5 tons and free running speeds of abt. 8.5 – 10kn. Although laid-up at the time of the sale, both tugs were still actively classed ABS +A1, Towing Service, +AMS, Unrestricted Service. Each tug is fitted with a single drum Markey TDS-32 towing winch with a capacity of 2,000' of 2" wire. Other features include raised pilot houses and air conditioned quarters for 10 crew aboard each boat. New owners plan to reactivate both tugs under U.S. flag for use in their in-house service. Marcon acted as sole broker in this transaction and has handled multiple sales over the years for the Seller.

After six months of charter Marigny Tug LLC of St. Augustine, Florida (d/b/a Tradewinds Towing) closed on the purchase of the U.S. flag, twin screw, sheer bow, ocean tug *"Leslie Foss"* (ex-*Caribe Pioneer, Leslie Foss*) which they had chartered from Foss Maritime of Seattle, Washington. New Owners are in the process of renaming the tug *"Simone"*, after one of the principal's oldest daughters. The 120' x 31' x 14.9' depth / 13.5' draft tug was built in 1970 at McDermott Shipyard in Amelia, Louisiana and underwent a life extension program in 2000. The ABS load-lined tug is powered by a pair of EMD 12-645E2s developing a total of 3,000BHP and turning 5-blade 103" x 82" Coolidge props through Lufkin RHS 2524 4.128:1 gears. Tug's bollard pull is 37.5 tons and free running speed about 12kn. Ship's power is supplied by two 99kW main and one 75kW emergency gensets, all powered by John Deere 6068s. With her 96,000 gallon fuel capacity, the tug has long-legs which help when making tandem tows with her Markey TDSD-32 double drum tow winch, tow pins and stern roller. She also carries a hydraulic combination windlass / bow winch with Plasma line for barge handling. To assist in salvage work the tug carries a welding machine, hydraulic deck crane, Orville Hook for barge retrieval, 3" portable salvage pump and a full complement of towing shackles, wire bridles, portable running lights and hawsers. *"Leslie Foss"* has quarters for a crew of nine in seven cabins. *"Leslie Foss"* was the second in a series of four sister-tugs built for Foss by McDermott. She was also the second tug of this name - the first being the long-gone, former Miki-class wood, single screw *"LT-495"* built for the U.S. Army in 1944 and operated by Foss between 1951 and 1968. The second *"Leslie Foss"* first job right out of the shipyard was the 5,500nm tow of a new ocean deck barge with oil drilling equipment eventually destined for Prudhoe Bay. During 42 years of Foss' ownership, *"Leslie Foss"* spent much of her time towing in the Pacific Northwest and making Alaskan runs, sometimes

# Marcon International, Inc.

## Tug Sales Report

as far out in the Aleutian Islands chain to the westernmost island of Attu and Shemya - considered to be one of the worst ports in all of Alaska. New owners have employed the tug on various towing projects in the U.S. Gulf. This is the second sale that Marcon has brokered to the Buyer. Marcon has been involved in about a dozen transactions with the Seller. Marcon acted as sole broker.

Marcon is pleased to announce the three year bareboat charter of a two-year old, 65 ton bollard pull ASD tug in Central America on a private and confidential basis. This charter follows on the heels of a previously successful six month charter to a different client of the same tug which was concluded in March of this year.

### 2012

Crowley Maritime's 5,750BHP twin screw tug *"Pathfinder"* was sold on a private and confidential basis. The 136.2' x 36.5' x 19.2' depth tug was originally built for Crowley in 1970 by McDermott Marine in Amelia, Louisiana. She is powered by a pair of EMD 16-645E5s developing a total of 5,750BHP with Falk 4.536 gears and 5-blade stainless props. Tug is fitted with a Markey TDSDW 36C double drum tow winch and hydraulic pins. The *"Pathfinder"* was laid up in Puget Sound at the time of sale. Marcon acted as sole broker in the transaction and has represented both buyer and seller in multiple sales and purchases over the past years.

The twin screw tug *"King Philip"* has been sold to Latin American interests on a private basis. The 96.0' x 34.0' x 17.9' tug was the third tug built by its former Owner, family-run Seaboats, Inc., at their shipyard facility in Fall River, Massachusetts in 1996 for their in-house use. *"King Philip"*, designed by Jonathan Laiby of Woods Hole, is powered by a pair of CAT D399 turbo-charged diesels developing a total of 2,250BHP at 1,225RPM through Reintjes 5.976 gears to fixed pitch props. Towing gear consists of a single drum Almon Johnson, GM4-71 diesel powered winch with approximately 2,000' of 2" wire and a stern roller. The ABS loadlined tug is fitted with an upper pilot house and well suited for pushing in the notch, as well as coastal and ocean towing. Vessel is being reflagged to foreign registry.

TradeWinds Towing of New Orleans has taken the twin screw tug *"Leslie Foss"* (ex-*Caribe Pioneer*, *Leslie Foss*) on bareboat charter from Foss Maritime of Seattle, Washington. The U.S. flag, 120' x 31' x 14.9' tug was built in 1970 as one of four similar tugs constructed at McDermott Shipyard in Amelia, Louisiana for Foss. During her 32 years working for Foss, she has worked not only in the Pacific Northwest and Alaska, but as far afield as Talara, Peru; Attu, Adak and Shemya in the Aleutian Islands; the Caribbean; U.S. East Coast and the Great Lakes towing construction, derrick, accommodations, cement and oil barges. *"Leslie Foss"* is powered by a pair of EMD 12-645E2 diesel totaling 3,000BHP, turning 103" x 82" 5-blade propellers which gives her 37.5 tons of bollard pull and a free running speed of 12kn. Ship's power is supplied by two 99kW and one 75kW gensets, all powered by John Deere 6068 diesel engines. With 96,000 gallons of fuel capacity she has the long legs required for ocean towing. Towing gear consists of a Markey TDSD-32 double drum winch, stern roller and tow pins. Charterers plan to employ the tug on various coastwise and ocean towing projects in the U.S. Gulf of Mexico and have already committed her on the first tow under their operation. This is the second sale that Marcon has been fortunate to work on with the Buyer. Marcon has been involved with about a dozen transactions with the seller over the years. Marcon acted as sole broker in the transaction.

2,900BHP twin screw tug sold on private and confidential basis.

Two 2011 / 2012 built, 4,900BHP ASD escort tugs have been chartered on a private and confidential basis for coastal and harbor towing in Central America. The 65 ton bollard pull azimuthing tugs, only recently placed into service, are fitted with 30T at 10m/min line pull bow and stern winches, stern roller, tugger winch, 2T knuckle boom crane and FiFi-1 with waterspray. Marcon represented the Owners in this transaction.

Marcon is pleased to announce the U.S. flag twin screw *"Sea Eagle"* (ex *Miss Barbara*) was sold by Coastal Towing LLC of Galliano, Louisiana to Northcliffe Ocean Shipping & Trading Company Inc. (NOSAT) of Saint Simons Island, Georgia. The 71.5' x 24' x 10' harbor/coastal tug was built in 1981 at Rayco Shipbuilding & Repair of Bourg, Louisiana. At the time of sale, she was powered by one GM16V92 and one CAT3412 main engine, totaling 1,400BHP. *"Sea Eagle"* is equipped with Twin Disc MG520 7:1 gears with 69" x 67" stainless steel props in Type 37 kort nozzles. Towing gear consists of a 75,000lbs line pull Smatco DPS -44 winch with 1,200' of 1.25" galvanized wire. Marcon was the sole broker in the transaction.

Coastwise barge tow arranged on private and confidential basis.

# Marcon International, Inc.

## Tug Sales Report

The U.S. flag twin screw tug "*Spartan Service*" (ex-*Spartan*, *Domar Captain*) was sold by Covington, Louisiana-based Hornbeck Offshore Transportation, LLC to Marinoil Servicios Maritimos S.A de C.V. of Mexico. The 3,000BHP tug was built in 1978 at Leevac-Zigler Shipyard in Jennings, Louisiana for Sheridan Transportation and based out of Morgan City, Louisiana worked with the 12,350dwt petroleum barge "*Domar 118*". The tug came into Hornbeck's fleet in 2001 when they acquired nine ocean-going tugs and nine ocean-going barges from the Spentonbush / Red Star Group, affiliates of Amerada Hess Corporation. "*Spartan Service*'s" principal dimensions are 110.0' loa / 101.2' lbp x 34.0' beam x 17.5' depth with a 16.00' loaded draft. Powered by twin EMD 12-645E6 main engines; 24 metric tons of bollard pull is generated via twin fixed pitch propellers in kort nozzles through Lufkin 6.11.1 gears. For auxiliary power, the vessel is equipped with two 75kW generators driven by GM8V71 diesels. On deck, there is a single drum Markey TDS 32 tow winch holding 2,000ft of 2" wire. Below deck tank capacity is rated at 82,000g fuel, 22,000g potable water and 19,000g ballast. Tug is classed with ABS with the notation +A1, Towing Service, +AMS, but in active lay-up status. Buyers intend to renew certification. The vessel can cruise at 8.5kn and top out at 10kn free running with an average fuel consumption of around 90gph. "*Spartan Service*" is fitted with an upper pilothouse for barge operations whilst the lower wheelhouse is fitted with a full suite of communication and navigation aids. The vessel can accommodate 10 persons in 5 air conditioned cabins. Marcon International has represented both the seller and the buyer on several separate occasions prior to this, but this is first time that Marcon has brokered a sale between these two parties. The vessel, to be renamed "*Champayan*", will be reflagged under Mexican registry.

The U.S. flag twin screw tug "*St. Michael*" (ex-*Seaco*, *Jenny Foss*) and single-hull tank barge "*180-2*" have been sold by Crowley Marine Services, Inc. and Vessel Management Services, Inc. (a Crowley company), respectively, to private U.S. buyers. The tug "*St. Michael*" was built in 1965 by Martinolich Shipyard in Tacoma, Washington. Measuring 65.0' length overall x 21.5' beam x 7.3m depth, she is powered by twin Luger 6 cylinder diesels producing a total of 1,000BHP driving 52" props in kort nozzles. The tug is equipped with a single drum hydraulic towing winch and stern roller. Originally powered with a pair of 600HP CATs as the "*Jenny Foss*", she was the second of three "J" class tugs built to replace Foss' veteran wood boats and started working her first season in Cook Inlet tending oil rigs until 1973 when ice conditions permitted after which she returned to Puget Sound to tow chip barges, log rafts and perform general line-haul work. The 180' x 54' x 12.5' depth barge "*180-2*" was built in 1978 by Oil Field Barges in Belle Chasse, Louisiana. She was originally built as a deck barge and converted to oil service in the mid-1980s. "*180-2*" is classed +A1 Oil Tank Barge, Unrestricted Service by American Bureau of Shipping. Cargo capacity is abt. 2,025lt deadweight and 16,700bbl volumetric. New owners plan to return the barge to deck service with an ABS ocean loadline. Both tug and barge will remain in Alaska. Marcon acted as sole broker in the transaction.

The tow of the mega-yacht "*Santa Rita I*" from Rio de Janeiro, Brazil to Jacksonville, Florida has been just successfully completed. The 212' yacht will have additional outfitting and finishing work completed at BAE Shipyard in Jacksonville, Florida after her conversion in Brazil from a former Irish Naval Frigate to a luxury mega-yacht. The tow was concluded by 4,080HP tug "*Ocean Tower*" (ex-*Gulf Falcon*) covering about 4,700nm in about 25 days. The U.S. flag, 115' x 32' x 16' "*Ocean Tower*" is ABS classed, and was built in 1978 by Quality Shipyards in Houma, Louisiana. She was re-powered by current Owner in 2011 from EMDs with new MTU 16V4000 M53 R Tier 2 EPA Certified main engines which drive Reintjes 7.429:1 gears and a pair of fixed pitch 108" propellers in kort nozzles. A 96,000 gallon fuel capacity gives her an 8,660nm range. "*Ocean Tower*" is fitted with an Intercon DD2000 double drum tow winch with 200,000lbs of line pull and a capacity of 2,500' of 2" wire on each drum. The tow was completed without incident, averaging a speed of about 8 knots. The tow of the "*Santa Rita I*" was a back-haul, as "*Ocean Tower*" just completed towing the 10,000dwt, ocean deck barge "*DRC/Blake 1*" from the U.S. Gulf to Montevideo, Uruguay. The 328' x 98.5' x 24.6' Vanuatu-flagged barge was sold in November 2011 through Marcon from U.S. sellers to South American buyers. Owners of the "*Ocean Tower*" were therefore able to take good advantage of her geographic location to competitively quote on the delivery of the mega-yacht. This is the second long distance mega-yacht tow which Marcon has arranged in the past year and a half, the earlier tow being a 6,700nm voyage from Iquique, Chile to Auckland, New Zealand.

Crowley Maritime of Seattle, Washington has sold their twin screw "*Seneca*" Class tug "*Sioux*" to Island Tug & Barge also of Seattle. Although the primary function that the two model-bow tugs of this Class were built for was towing of barges between Puget Sound and the Prudhoe Bay oil fields, they combine the shallow draft and maneuverability of river towboats, with the stability and endurance of ocean-going vessels. They have seen service from the Sacramento River in California to the Arctic Ocean and as far west as Hawaii. The dimensions of these highly functional, dual-purpose vessels are 110' / 106' x 34' x 10.5' depth with a 10.5' light and 13' laden draft. "*Sioux*" is powered by a pair of EMD 8-645E5 diesels developing a total of 2,900BHP at 900RPM driving twin 87" x 86" five blade stainless steel propellers in fixed kort nozzles. Bollard pull is estimated at abt. 30 tons ahead. Fuel capacity is about 59,600 gallons, which gives the tug a decent towing range. She has crew accommodations for about 6-8 persons in five cabins.



# Marcon International, Inc.

## Tug Sales Report

"*Sioux*" was designed by Larry Glosten at Glosten & Associates and built in 1970 by J. M. Martinac Shipbuilding in Tacoma, WA as Hull No. 183 to ABS +A1 Towing Class standards. In 1973, "*Sioux*" and "*Seneca*" returned to Tacoma for modifications to fit them for river barge handling. Modifications included installation of aluminum pilothouses raising the height of eye to 42' above the waterline. The conventional lower pilothouses were retained for saltwater towing. She was also fitted with push knees forward which has since been removed and replaced with heavy bow fendering. Towing gear consists of a single drum hydraulic Swann winch with 2,400' x 1.25" wire capacity, hydraulic tow pins, deck fairleads port and starboard and a vertical capstan aft. "*Sioux*", to be renamed "*Island Venture*", is presently being painted to new owner's aqua and white colors. Crowley has since built several new shallow draft replacement tugs for Alaska service. Marcon acted as sole broker and has handled over a hundred sales and purchases for both parties over the years.

One 4,500BHP twin screw tug was sold on a private & confidential basis.

Marcon International, Inc. is pleased to announce the time charter of the new 5,364BHP ASD tug "*Tyr*". The 32.0m x 11.6m x 5.4m tug was built in 2012 by Yuexin Shipbuilding Co. Ltd. as their Hull 3132 in Guangzhou, China. Tug is classed Lloyds Register + 100A1 Tug LMC, FiFi 1 and powered by a pair of CAT 3516Bs driving twin stern mounted Schottel SRP1515FP azimuth propellers. The tug is capable of 75 metric tons bollard pull and a free running speed of about 13 knots. "*Tyr*" was fixed for about a 2 month time charter, plus options to extend, docking ships in Latin America. Marcon acted as sole broker in arranging this charter.

Harbor Tug & Barge of San Diego, CA completed the tow of the 225' x 55' ocean deck barge "*Manson 71*" from Los Angeles, California to Manzanillo, Mexico on behalf of Dragamex SA de CV. Tug provided was the 2,100BHP, 80', single screw line-haul tug "*Katha C*" (ex-*Martha Foss*). "*Martha Foss*" was originally built in 1968 by Martinolich Shipbuilding of Tacoma, Washington as one of four "M" class tugs for Foss Maritime of Seattle. She was completely rebuilt and repowered by present Owners in 2010 with a EPA Tier 2 certified CAT 3516C diesel driving a 4-blade steerable prop in a kort nozzle. The 21 ton bollard pull tug completed the approximate 1,200 nautical mile southerly tow without incident, arriving on 18<sup>th</sup> January. Marcon represented tug owners, while Romas Marine of Monaco represented charterers.

## 2011

U.S. flagged tugs "*OSG Seafarer*" (ex-*Seafarer*) and "*OSG Liberty*" (ex-*Liberty*, *Satoco*) have been sold by Overseas Shipholding Group to Nigerian buyers, who over the past nine years have purchased 22 tugs & barges through Marcon. New owners will mobilize the tugs from Tampa, Florida where they are currently moored to their base in Lagos. Upon arrival the tugs will be employed in barge lightering of tankers in connection with owners' terminal and tank farm operations. Both tugs were built by Main Iron Works in 1971, the "*OSG Seafarer*" for Sonat Marine, Inc. of Tampa and mated with the 30,446dwt oil barge "*Ocean 255*" and the "*OSG Liberty*" for Sabine Towing and Transportation working with the 26,517dwt "*Chromalloy I*". The 135' x 36.1' x 19' depth "*OSG Seafarer*" is powered by a pair of EMD 16-645E7 diesels totaling 5,750BHP and fitted with a raised pilothouse with a 55' height of eye. The 149.5' x 37.0' x 19.9' depth "*OSG Liberty*" is powered by twin EMD 20-645E5s totaling 7,200BHP and fitted with a raised pilothouse with a 57' height of eye. Both boats had Intercon coupler systems and classed ABS +A1 Towing, +AMS Unrestricted.

Marcon International is pleased to announce the sale and delivery of two 5,630BHP new ASD sister-tugs from Turkish builders, Bogazici Denizcilik to Owners in the United Arab Emirates. The tugs were designed by CintranaVal-Defcar of Spain for berthing and unberthing of vessels at LNG terminals, harbor assist, escort services, tandem towing, open sea services, fire fighting and oil recovery / oil pollution operations. The 65 tonne bollard pull ASD tugs "*Sea Eagle*" (ex-*Bogazici 9*) and "*Sea Falcon*" (ex-*Bogazici 8*) measure 32.5m length overall x 11.7m beam x 5.6m depth with a 4.30m draft. Both vessels are powered by twin CAT 3516B-HD turbocharged main engines developing 2,100kW each at 1,600RPM coupled to Schottel SRP 1515 4-blade 2,600mm controllable pitch azimuthing props. Free running, the tugs are expected to reach 13 knots maximum in calm weather. Auxiliary power is provided by two 150kW Caterpillar auxiliary and one 69kW emergency/harbor generators. The tugs are fitted with a hydraulically driven Plimsoll anchor and single split drum escort tow winch with double warp and with combined double gypsies on the foredeck. Line pull is rated at 80mt and static pull at 200mt. Aft of the superstructure is a double drum Plimsoll tow winch rated at 65 tonnes pull and 130 tonnes static along with a 70 tonne towing hook, tow pins and stern roller. Each tug is FiFi I rated and come with twin water/foam monitors rated at 1,200/300m<sup>3</sup>/hr. Below deck, main tank capacities include 250m<sup>3</sup> fuel, 53m<sup>3</sup> fresh water, 70m<sup>3</sup> ballast and 25m<sup>3</sup> foam. The tugs are specially designed for 3 man operation towage

# Marcon International, Inc.

## Tug Sales Report

duties in harbor and coastal waters, with a maximum accommodation capacity for up to 10 persons in two single, two double and one four berth air conditioned cabin. "*Sea Eagle*" and "*Sea Falcon*" are classed Bureau Veritas I +Hull, Escort Tug, Unrestricted Navigation, Fire Fighting Ship / Water Spraying, +Mach AUT-UMS, Clean Ship and are now registered under the St. Vincent and Grenadines flag. This is the first sale Marcon International has concluded with this yard.

Intertug SA of Colombia has just completed a Trans-Pacific tow of a newly built 246' x 45.9' x 11.5' depth, with about 1,100mt light displacement, mega-yacht hull from Iquique, Chile to Auckland, New Zealand for Felham Enterprises Cayman, Ltd. The hull was built by Marco Shipyard as Hull #228 and was finished incomplete without appurtenances, machinery, and outfitting. All of this completion work will be undertaken at the Owner's facility in New Zealand. The tow departed Iquique, Chile on April 21, 2011 and arrived in Auckland on June 2nd, 2011. The tug "*Sea Trout*" was built for her Owner in China by Zhuhai Chenlong Shipyard and she measures 118' x 35.4' x 16.4' depth, and is class BV ++ Hull and Mach Tug with Unrestricted Navigation. Her fuel capacity is about 85,000 gallons of fuel and is powered by 2 x Cummins QSK-60M main engines for a total of 4,400BHP @ 1,800RPM. Her bollard pull is about 58mt and her free running speed is 12 knots. She averaged about 6.5 knots, and a large drogue constructed of cemented truck tires and anchor chain was deployed off the port stern quarter to assist in keeping the hull from yawing during the tow (no rudders, propellers, etc.). The tow (about 6,700 miles) was completed without incident, and the Owner of the yacht was very pleased with all the very professional personnel and equipment employed by Intertug SA during this operation. Marcon acted as sole broker in assisting the arrangement of this tow. The "*Sea Trout*" also towed some newbuild 300' x 90' ocean deck barges from China to Peru on her delivery from Chinese Builders in 2010 (building and tow arranged via Marcon), with the same satisfactory results to the Owners.

C & K Marine of Anchorage, AK has leased the 75' x 27' x 11' steel, twin screw tug "*Aries*" from Olympic Tug & Barge, Inc. of Seattle, WA. The tug was originally built in 1980 by LAD Companies in Gibson, Louisiana. The U.S. flag tug is powered by a pair of GM 16V92NA diesels producing a total of 1,250HP @ 1,900RPM, each turning a 60" x 56" 4-blade stainless steel prop through a Twin Disc 527 5.17:1 marine gear. This gives "*Aries*" a bollard pull of 10.75 short tons ahead and 7.95 short tons astern. The model bow tug is fitted with two pushknees and a heavy bow pud forward along with a small "*Carolina Cockpit*" upper pilothouse for pushing. Towing gear consists of an Intercontinental, single drum winch with 30 ton linepull and capacity for 1,200' of 1-1/4" wire, two manual barge winches and an Orville hook tow wire retrieval system. Ship's power is supplied by twin 40kW 208vAC 3Ph 60Hz generators driven by GM4-71s. The tug has tankage for 35,000g of fuel, 5,000g of freshwater, 60g of lube oil and 60g of hydraulic oil. This gives her an endurance of about 28 days. "*Aries*" is now undergoing refurbishment in Seattle before entering into her new service in Alaska later this year. This is just one of several vessel transactions Marcon has been involved in with the Seller over the years but the first to this Buyer. Marcon acted as sole broker.

Three twin screw, ocean-going tugs from were sold by Malaysian based, International Bulk Trade Pte. Ltd., to a private Central American buyer. The Singapore-registered sister-tugs sold were the 2010 built "*Surya Ratna 18*"; the 2009 built "*Surya Ratna 15*" and the 2009 built "*Surya Ratna 16*". All three tugs were built at Hung Seng Shipbuilding Sdn. Bhd. in Sibul, Malaysia, and are powered by twin Cummins KTA50M2 main engines producing a total of 3,200BHP at 1,800RPM, driving fixed pitch props in kort nozzles. Bollard pull is rated at between 40 and 45 tonnes and free running speed is 12kn. The tugs are classed with Nippon Kaiji Kyokai (NKK). Measuring 32.1m length-overall x 9.0m beam x 4.2 depth and with a design draft of 3.5m, the tugs come equipped with a 100 ton brake holding, 40 ton line-pull single drum towing winch with a capacity of 650m 44mm wire. Also located on the aft deck is a 40 tonne SWL quick release tow hook. Auxiliary power is provided by two 78kW Cummins 6BT5.9-D(M) Marineized and one 50kW Yanmar 4TNE 84TG1A generators. All three generators can be synchronized to handle seamless and uninterrupted load transfer. Each tug can carry a complement of 15 persons in air conditioned accommodations. Marcon acted as sole broker.

Signet Maritime Corporation of Houston, Texas has sold their U.S. flag, twin screw harbor tug "*Signet Reliance*" (ex-*Dotsie*) to Rockingham Carriage Service of Portsmouth, New Hampshire. The tug, with dimensions of 52.8' x 16.7' x 6.5', was built in 1959 of all welded steel construction at Equitable Equipment of Madisonville, Louisiana and rebuilt in 2003 at Aransas Pass, TX. She is powered with a pair of 300HP GM 8V71 diesel engines each turning a 54" x 36", 4-blade, stainless steel propeller generating a bollard pull of about 7mt. The model bow tug has a single push knee and a raised pilot house forward that provides a height of eye of 19' 2". The new Owner has plans to take vessel to the U.S. East Coast to use in general harbor duties. Marcon acted as sole broker.

The first sale in the first week of the New Year was the single screw, U.S. flag, 1,700HP tug "*Gretchen*" from Suderman & Young Towing Co. of Texas to the Bocas Fruit Company LLC of Panama. The 90' x 26' x 10', steel hull

# Marcon International, Inc.

## Tug Sales Report

harbor tug was built in 1967 at Bludworth Shipyard of Houston. Originally powered by a Cleveland 16-278A diesel, "*Gretchen*" was repowered in 1991 with a modern EMD 16-645CL with Western RHS marine 2.98:1 gear turning a single 96" x 66" 4-blade prop on a 11.5" diameter shaft. She is fitted with single drum hydraulic capstan on her portside and "H" bitts fore and aft. Her bollard pull was measured at about 19 tons ahead 12 tons astern. Renamed "*Boca Del Drago*", the new owner plans are relocating the vessel to Panama and use her in their business operations there. Marcon acted as broker for the Sellers and is assisting in arranging delivery from the U.S. Gulf Coast to Panama. Marcon had previously sold another tug out of the U.S. Gulf into the same trade. Marcon has also been authorized to market for sale the sister tug, our file TG16132, which is presently available for prompt inspection and delivery on the Texas Gulf coast. Suderman & Young Towing began in the late 1800s when Charles Suderman and Ben Dolson began stevedoring operations in Galveston. With the purchase of their first steam tug "*Louise*" they began shifting the deck barges used to handle cargo and soon began assisting ships. S&Y has continued to expand and upgrade their fleet and now has about 34 tugs ranging from 1,700HP single screw to 6,300HP Z-Tech azimuthing tugs serving the ports of Houston, Texas City, Galveston, Freeport and Corpus Christi, Texas.

### 2010

The 3,600BHP, U.S. flag tug "*Island Warrior*" (ex-*Tatnuck*, *Ocean Warrior*, *Marine Constructor*, *Tatnuck*, ATA 195) was sold by Island Tug & Barge Co., of Seattle, Washington to Western Pacific Buyers. The single screw tug is 143' x 35.6' with a 17' depth of hull, powered by a GE 7FDM16A4 diesel with a Reintjes 5:1 gear. Her fuel capacity of 110,000g gives her a good long-haul range and she has a reputation on the coast of being an excellent towing vessel. The single Almon Johnson winch holds 2,100' x 2.25" wire, plus she has an under-rider aft of the house to handle tandem tows as necessary. The tug is also fitted with two bow thrusters providing for good maneuverability in tight quarters. Just days prior to closing the sale, the "*Island Warrior*" returned from towing a loaded 9,000dwt, 300' x 90' container barge from Anchorage, Alaska to Puget Sound. During the voyage she encountered hurricane force winds and 30' seas crossing the Gulf of Alaska. She is scheduled to depart Seattle shortly and under her new ownership will tow barges throughout the Pacific.

"*Island Warrior*" was originally built as "ATA-195", an auxiliary fleet tug for the U.S. Navy, in February 1945 by Livingston Shipbuilding in Orange, Texas. She was the second Navy ship named for Tatnuck, an Indian village in the vicinity of Worcester, Mass. The tug saw brief service in the Atlantic before being transferred to Pearl Harbor, Hawaii to support campaigns in the Far East related to US Occupation forces. After the end of the war, the tug was transferred to Bremerton Naval Shipyard and worked for the 13th Naval District until decommissioned in 1971. Generally, her range of operations with the Navy extended from the ports of southern California north along the west coast of North America and west to the Aleutian Islands. Duties consisted of ocean towing, target towing, and salvage work; but occasionally she was also used to assist scientists of the University of Washington's Applied Physics Laboratory in their research work for the Navy. The tug was decommissioned in 1971 and sold to Marine Power and Equipment of Seattle in 1979 who renamed her "*Marine Constructor*". Along with her sister-tug, she was completely rebuilt and repowered at their yard between 1978 and 1982. As the vessels were strongly built with 1/2" and 5/8" hull plating, they were good candidates for the rebuild. The original 1,500HP diesel electric propulsion was totally replaced with a modern 16 cylinder, 4,000BHP diesel, gear and specially designed Coolidge 120" x 94" prop. A kort nozzle was added later. At the time of conversion, an emergency drive "*take-them-home*" system was fitted to operate the tug, even if the main engine shut down. The system was driven off the ship's hydraulic system via chain and sprockets on the shaft, powered by separate 250HP auxiliaries. All plumbing/piping updated, electrical equipment replaced including a new power distribution panel. The superstructure on the 01 deck (officer quarters & pilothouse) was replaced with prefabricated aluminum providing a separate cabin for each crew member. Upon returning to service "*Marine Constructor*" towed Kaiser Permanente's barge between San Francisco and Anchorage. Marine Power & Equipment went bankrupt in 1988 and both tugs were sold in the 90s, passing through several hands. "*Island Warrior*" was bought by Island Tug & Barge in 2001, undergoing an extensive rebuild in 2004. She has been continuously employed by the Sellers towing between Seattle and Alaska. She is reportedly the "*Second Fastest Tug in Puget Sound*", giving the Crowley 7,200BHP McDermott built tug "*Hunter*" a run for her money in more than one Tug Boat Race on Elliot Bay in Seattle held during the annual Maritime Week Celebrations in May of each year. This is the second tug of this class that Marcon has sold in the past few years, having sold the former "*Marine Commander*" (ex-ATA 201) to overseas Buyers in 2007. Marcon acted as sole broker in the sale.

P&O Maritime has purchased the two ASD FiFi-1 escort tugs "*Dihecisieta*" and "*Vehintiuno*" from Remolques Unidos S.A. of Santander, Spain. The Bureau Veritas I 3/3 Deep Sea classed tugs were built in 2005 and 2008 respectively by Astilleros Armon, S.A. of Navia, Spain. The 5,000BHP, 31.5m x 11.2m x 5.4m depth "*Dihecisieta*" is powered by a pair of CAT 3516Bs and Schottel SRP 1515 CP props providing a certified bollard pull of 70.26 tonnes. The 5,500BHP



# Marcon International, Inc.

## Tug Sales Report

(4,000kW) 31.5m x 11.2m x 5.4m depth "*Vehintiuno*" is powered by a pair of MTU 16V4000M70 diesels and Schottel SRP 1515 CP 2,600mm props producing a certified bollard pull of 75.2 tonnes. Both tugs were specially designed to perform deep sea towage, escort services and harbor / terminal operations with a maximum effectiveness and simple handling. Both tugs are fitted with bow thrusters. Towing gear consists of fore & aft electro-hydraulic tow winches capable of fast rendering, 5T capstans, line winches, stern roller, 75 tonne tow hook and hydraulic, bridge controlled tow pins. Firefighting is provided by a Kvaerner 2,700m<sup>3</sup>/h pump, two 1,200m<sup>3</sup>/h water/foam remotely controlled monitors and water spray. "*Dihecisiete*" is being renamed after the Pharaoh of ancient Egypt "*Ahmose*" (born of the moon-god) and "*Vehintiuno*" renamed "*Ramses*" (born of the sun-god). Mssrs. Tradex S.A. (Shipbrokers) of Zarautz, Spain represented the Sellers and Marcon International, Inc. of Coupeville, WA represented Buyers in the transaction.

Two 180,000bbl, 24,600dwt ocean tug / tank barge units were sold on private and confidential terms. The 471' x 84.0' x 31.6' depth single hull barges were fitted with a 45' deep notch and an Intercon system linking to 128' x 36', 5,750BHP ATB tugs with a 51' height of eye upper pilothouse. The tugs are powered by twin EMD 16-645E7Bs with a 12' diameter variable pitch prop in a single steering kort nozzle. This was the second time Marcon has been involved in the sale of these two units.

Marcon International Inc. is pleased to announce the sale of five 8,200dwt newbuilding ocean deck barges "*en-bloc*" from Taizhou Sanfu Ship Engineering, Ltd. of China to Latin American buyers on private terms. The sister barges were classed ABS +A1 Barge, Unrestricted Service and built with a 12mm side shell and 16mm bottom and deck plate. Uniform deck load is 15mt/m<sup>2</sup>. The 300' (91.5m) x 90' (27.46m) x 18' (5.50m) barges were towed to Latin America in a series of single and tandems tow also brokered by Marcon. Marcon has sold a total of seven 300' ocean barges from this shipyard. Marcon acted as sole broker in the transaction and can develop additional sister barges for sale. Specifications are available on our website under file number DB30090. Over the years Marcon has sold more than a dozen vessels and barges to Buyers.

Two U.S. flag ocean tank barges and a twin screw tug were sold by K-Sea Transportation LLC of New York to a private U.S. West Coast Buyer in an "*en-bloc*" sale. "*Sargasso Sea*" (ex-*Chesapeake*, *Gulf Wind II*, *OPI Captain Andrew*, *Captain Andrew*, *Kelly*, *Kelly Candies*) is a 105' x 29.6' x 15' deep, twin screw, conventional, 3,000BHP tug. The raised foc'stle bow tug is powered by a pair of EMD12-645E2s, Western 4.12:1 reduction gears and 117" propellers on 11" shafts providing an estimated bollard pull of 35 tons. Towing gear consists of a Markey double drum TDSD-32 tow winch with a 125,000lb. of linepull and a capacity of 1,800' of 2" wire on each drum. Tank capacities include 72,000g fuel, 12,000g potable water and 10,000g ballast. "*Sargasso Sea*" was originally built in 1973 by Houma Welders, Inc. of Louisiana for Otto Candies, Inc. She had worked many years under different owners as far afield as India and the Middle East. The tug was laid up with a cracked starboard main engine block at the time of the sale.

"*Soco*" (ex-*Ulupinar VIII*), the third of three newbuilding Robert Allan Ltd. design 45 tonne bollard pull compact ASD tugs, has been delivered by Sanmar Denizcilik Makine of Istanbul, Turkey to Caucedo Marine Services, Ltd. of Boca Chica, Dominican Republic. Caucedo Marine owns the sister-tug "*Haina*", which was delivered in 2008. The "*Soco*" will be fully operated by Remolcadores Dominicanos, owner of the sister-tug "*Nizao*" built last year. The 24.4m x 9.1m x 4.0m "*Ulupinar*" series tugs are powered by a pair of CAT 3512TA diesels developing a total of 3,300BHP at 1,800RPM to aft-mounted US-155 fixed pitch Rolls Royce azimuthing drives. "*Soco*" is named after a river in the eastern part of Dominican Republic. The RINA C+ Hull & Machinery classed tug is fitted with Rolls-Royce Rauma Brattvaag hydraulic towing winches fore and aft, Data hydraulic 8" towing pins and a Data hydraulic 45 tonne SWL quick-release tow hook. Two Volvo-Penta diesel generators provide electrical power. A representative of Marcon International, Inc. of Coupeville, WA, who brokered the construction of the three ASD tugs, attended the sea-trials and handover of the tug. As with the previous two sister-tugs "*Haina*" and "*Nizao*", the new Owners are sailing the "*Soco*" on its own bottom over 5,300 nautical miles from Tuzla, Turkey to Santo Domingo, where she will be employed primarily in ship assist work. Sanmar, still a family-run firm, was founded in Istanbul in 1976 and in 1978 began operating tugs, mooring and pilot boats of the BOTAS Pipeline Corporation located in Southern Turkey. Sanmar first became involved with new construction in 1982 and the first tug of Sanmar's own fleet, the "*Sanmar I*" was built in 1990. "*Soco*'s" sister-tug, the "*Max*" was also recently delivered to Hans Schramm & Sohn of Germany. Sanmar has built over 80 tugs with over 50% of the vessels sold internationally. Sanmar-built tugs can be found in fleets world-wide in Italy, Norway, Russia, Germany, Mexico, U.K. France, Martinique and Dominican Republic. Several newbuilding tugs from 30 tonnes up to 65 tonnes bollard pull continue under construction. Remolcadores Dominicanos is a thirty-seven year old, privately owned harbor and deep-sea towing company operating a fleet of over a dozen tugs between 400 and 5,500BHP, three line-handling launches and a number of tank barges based at ports in the Dominican

# Marcon International, Inc.

## Tug Sales Report

Republic and offering coverage of the Caribbean Sea, Southern Bahamas islands and adjacent North Atlantic waters. Founded in 1973 in the port of Santo Domingo by the two leading shipping agency firms, Baez & Rannik and Frederic Schad, Remolcadores Dominicanos began life with one 1,200HP World War II, ex-U.S. navy diesel electric tug, the "*Saona*" (ex- YTB 389), which served the company reliably until the end of 1989. Marcon International, Inc. has sold Remolcadores Dominicanos and Caucedo Marine Services, Ltd. several other tugs and tank barges over the years, in addition to these three newbuildings.

### 2009

The laid-up 150' x 33', 4,500HP "*David E*", AKA "*Kristen Lee Hannah*" (ex-*Henry Foss*, ex-LT-815) was sold by creditors to Calumet River Fleeting of Chicago, Illinois. The tug was initially built in 1943 by Marietta Shipyard of West Virginia as the U.S. Army Transport Service steam tug "*LT-815*", one of the largest class of army tugs designed for heavy ocean towing and trans-Atlantic convoy duty during World War II. She was purchased by Foss Maritime at a government sale in 1962 along with a sister-tug (photo at right) and began a two and a half year rebuilding at the Foss' shipyard in Seattle. The Skinner steam uniflow steam plant of abt. 1,200HP was replaced by a pair of 2,500HP slow-turning Nordberg FS138HS diesels driving a 132" diameter KaMeWa 4-blade controllable pitch prop and modern auxiliary equipment and navigational aids were installed to prepare the tug for long-distance ocean towing as the "*Henry Foss*". When completed, the "*Henry*" and "*Arthur*" were reportedly the most powerful tugs in the U.S. For the next 15 years "*Henry*" made many tows for Foss in the Pacific from a navy battleship drydock (through Typhoon Jean) to oil rigs and drilling ships, lumber barges to and from the Hawaiian Islands and various Alaskan runs as far north as Prudhoe Bay where she once ended up icebound for two months awaiting an opening. After one last tow of a decommissioned heavy cruiser through a winter storm along the west coast she was laid up the day after Christmas in 1979. The "*Henry Foss*", along with her sister "*Arthur Foss*", were purchased by Hannah Marine Corp. / Schmidt Oil in 1984 and sailed to the Great Lakes with the "*Henry*" being renamed "*Kristin Lee*". The "*Arthur Foss*" was renamed "*Mark*" by Hannah Marine after her purchase and then sold in 1987 to Ocean Towing of the Cayman Islands, who renamed her "*Atlantic Ranger*". After a trip around the Cape of Good Hope the tug ended up in the mid-East. Marcon sold her from Mubarak Shipping of Dubai to Nordic Technical Development in 1999 who renamed her "*Master Cody*". She was eventually scrapped in Southeast Asia a couple of years ago as the Tuvalu flagged "*Glenn Pearl Harbor*".

The 3,000BHP twin screw tug "*Kay Lynne Hannah*", AKA "*Rio Bravo*" (ex-*Gus Candies*) was bought by Mobro Marine, as the highest bidder at the U.S. Marshal's Sale in Mobile, Alabama on 21<sup>st</sup> October. The 105' x 29.5' raised foc'stle bow ocean tug had been built by Houma Welders of Houma, Louisiana for Otto Candies, Inc. of Des Allemands, LA in 1973 and later owned and operated by Tidewater Marine of New Orleans. The tug was powered by a pair of EMD 12-645E2 diesels, 5:1 gears and 117" x 87" props on 11" shafts. Although previously classed ABS +A1 Ocean Towing, she had been laid up for a number of years with all certificates expired at time of auction.

Seven vessels and barges of the former Hannah marine fleet were recently delivered to new Owners, after being sold by the U.S. Marshal to the highest bidders at the auction held at the U.S. Courthouse in Chicago on 18<sup>th</sup> August. The auction was well-attended and had to be delayed shortly while it was moved from the reception area to a larger venue. All of the vessels and barges were located in Lemont and Chicago, Illinois at the time of the sale. The 13,388bbl 147.5' x 54' double hull, inland black oil / asphalt box barges "*HMC-502*", "*HMC-503*" and "*HMC-504*", which had not operated since early 2006, were sold to Mohawk Transportation of Houma, Louisiana.

The "*Susan W. Hannah*" (ex-*Kings Challenger*, ex-*IMT No.1*, ex-*Lady Elda*), a 121.5' x 34.5', 4,300BHP articulated pusher tug with a Bludworth coupling system was bought at the auction by Port City Tug / Sand Products of Grosse Pointe Farms, Michigan. The twin screw "*Susan W. Hannah*" was built by Toche Boat Builders, Inc. of Ocean Springs, Mississippi and in 1994 repowered from Brons diesels with a pair of turbo-charged EMD 12-645E5s. The tug worked for St. Marys Cement on the Lakes prior to being laid up and sold at the auction. Kindra Lake Towing of Chicago, Illinois purchased the 95' x 29' "*Donald C. Hannah*", a 1962 built twin screw tug powered by a pair of EMD 12-567Cs for a total of 2,400HP. She was originally built by Main Iron Works of Houma, Louisiana and rebuilt in 1975. Tug is fitted with a retractable pilothouse with a 17' lift, a single push knee, barges winches and a tow winch and is a good fit with Kindra's existing fleet of three lake tugs and two river boats which have provided service on the Calumet River and Lake Michigan since 1992.

Warner Petroleum Corp. / Fuel Boat Holdings of Clare, Michigan bid on and was awarded the 980BHP, 86' twin screw tug "*Hannah D. Hannah*" (ex-*Betty Gale*) which had been built in 1955 by Sturgeon Bay Shipbuilding. Tug was

# Marcon International, Inc.

## Tug Sales Report

powered by a pair of Cummins KT-2300 diesels and fitted with a retractable pilothouse with a 10' lift. Warner presently owns and operates four terminal facilities for liquid commodities located in the Detroit area, Upstate Michigan and Southern Lake Michigan (Chicago). The company transports fuels and liquid asphalt commodities throughout the Great Lakes, St. Lawrence Seaway and Inland River system. The 2,000HP, 100' x 24' single screw tug *"Peggy D. Hannah"* (ex-*William A. Whitney*) which was built in 1920 by Whitney Bros. Co. of Wisconsin was bought by Calumet River Fleetings of Chicago, Illinois. The *"Peggy"* is powered by a single 2,000HP Fairbanks Morse 38D8-1/8 diesel and fitted with two manual barge winches and a single drum tow winch.

The 3,200BHP, Bludworth fitted, twin screw AT/B tug *"Mark Hannah"* (ex-*Challenger*, ex-*Gulf Challenger*, ex-*Lead Horse*), built in 1969 by Burton Shipyard of Port Arthur, TX was sold by the U.S. Marshal at the Port of Oswego, New York on Wednesday 14<sup>th</sup> October. The 128' x 32' raised foc'stle bow tug is powered by a pair of EMD 16-645C diesels, Western 4.68:1 gears and 4-blade 115" x 91" props. The U.S. flag, 8,000dwt double hull, ice strengthened, ocean tank barge *"Hannah 6301"* which was mated to the tug was bought back by creditors and later sold.

Marcon is very pleased to announce the *"en-bloc"* sale of four ocean-going petroleum barges by Hornbeck Offshore Services of Covington, Louisiana to a private party for eventual use in West Africa. The U.S. flag, ABS classed, single-hull tank barges will be re-registered on or before their arrival in Lagos, Nigeria. Barges purchased, ranging in capacity between 64,000 and 82,000bbls, are the 7,781dwt *"Energy 6503"*, 8,226dwt *"Energy 6505"*, 8,256dwt *"Energy 7001"* and 11,627dwt *"Energy 8701"*. Two of the barges, the 360' x 64' *"Energy 8701"* and 328' x 66' *"Energy 6505"*, will be towed by the 3,200BHP tug, *"Guardian"*, whose sale was also just brokered by Marcon, from New York to Nigeria. The 122' x 30' twin engine / single screw *"Guardian"* was purchased from Express Marine of Camden, New Jersey. The ABS +A1 classed tug was originally built by Wiley Manufacturing Co. of Port Deposit, Maryland as the *"Big Bill"* and rebuilt in 1983. She is powered by a pair of Crepelle 8 cylinder diesels through a Lufkin 5.559:1 reverse reduction gear to a 135" x 120" 4-blade stainless steel prop in a kort nozzle. She is fitted with a Clyde single drum tow winch with capacity for 2,500' 2.25" wire. The other two tank barges, the 300' x 68' *"Energy 7001"* and 327' x 62' *"Energy 6503"* will be towed from Louisiana to Nigeria by the 151', 3,900BHP tug, *"Wilbur R. Clark"* (ex-*"Pacific Victory"*) purchased earlier at U.S. Marshal's auction in Mobile, Alabama through Marcon. Marcon has handled a number of previous sales and purchases for both Buyer and Seller of the tank barges. This is the first sale brokered on behalf of Express Marine. Marcon acted as sole broker in the transaction.

Marcon fixed the 5,500 – 6,000nm tow from Tampa, Florida to Lagos, Nigeria of the St. Kitts & Nevis flagged, 588' x 93' x 41', double-hull ocean tank barge *"Heyden-Bamidele"* (ex-*OSG 300*) with Smith Maritime of Green Cove Springs, Florida. Smith employed their triple screw, 5,100HP tug *"Elsbeth II"* to tow the barge. The shallow-draft tug was built by Smith Maritime in 1987 and is 110' x 42' x 16 depth and powered by three Wartsila 8R22 main engines rated at 1,700HP each, driving 96" x 95" fixed pitch props in kort nozzles. In June 2009, Marcon had brokered the sale of the barge *"OSG 300"* to Nigerian buyers. The tug *"Elsbeth II"* bunkered at Freeport, Grand Bahamas on 11<sup>th</sup> August, and after initially following the Gulf Stream north, will sail a modified Great Circle route across the mid-Atlantic from the Bahamas to Lagos. Marcon acted as sole broker in arranging both the sale and tow. This is the second large ocean tank barge sold and tow arranged by Marcon on behalf of Buyer.

The U.S. Marshal for the Southern District of Alabama sold the 3,900BHP twin screw tug *"Wilbur R Clark"* (ex- *Pacific Victory*, *Petro Challenger*, *Marine Challenger*, *Polar Explorer*, *LT-789*) shortly after noon on Wednesday, 19<sup>th</sup> August 2009 on the U.S. Courthouse steps in Mobile, Alabama. The auction was well attended and the tug was sold for \$1,500,000 to private interests. The 151.5' x 33.0' x 18.8' depth tug was originally built by Marietta Mfg. in 1944 as the single screw, steam-powered U.S. Army tug *"LT-789"*. In 1975-76, she was repowered and completely rebuilt into a virtually new vessel by Marine Power and Equipment of Seattle, Washington at their shipyard. The rebuild turned her into a modern twin screw tug, powered by a pair of EMD 16-645E2 diesels, Lufkin 4.39:1 gears, 115" Coolidge fixed pitch stainless steel props and triple rudders. This gave the *"Marine Challenger"* a light running speed of abt. 16kn, a 24,000 mile cruising range at 14kn and bollard pull of abt. 41 short tons. Towing gear consists of a single drum Almon Johnson winch with a capacity of 2,000' of 2" wire, hydraulic tow pins and two Patterson 65 ton electric face winches. After operating several years between the Puget Sound and Alaska for Forty-Niner Transportation as the *"Petro Challenger"* and Victory Marine / Jore Corp. as the *"Pacific Victory"*, the tug sailed to the U.S. Gulf Coast to tow Jore's 400' x 105' double deck, ocean ro/ro barge *"American Trader"*, previously purchased through Marcon. Hannah Marine purchased the *"Pacific Victory"* in the Spring of 2007, renaming her *"Wilbur R Clark"*. Marcon acted as sole broker in the purchase. After delivery, the sixty-five year old tug spent the next eight months undergoing a total refit at a cost of approx. \$2 million dollars. New owners intend to use the tug towing large oil barges from the U.S. to West Africa. Marcon handled the marketing of the Marshal's Sale for Creditors, who bought back the 8,000dwt self-discharge ocean



# Marcon International, Inc.

## Tug Sales Report

cement barge "*Hannah 7701*" at the auction and now have her available for resale. Additional tugs and barges from the former Hannah Marine fleet will be auctioned by the U.S. Marshal in Chicago, Illinois on 16<sup>th</sup> September 2009 with further auctions in Oswego, New York; Mobile, Alabama and Vicksburg, Mississippi.

Crowley Maritime's 7,200HP tug "*Crusader*" completed the 28 day tow of a 400' x 100' x 25' deck barge for private West Coast Canadian Buyers. The 136' x 36.5' x 19.2' tug is a McDermott built boat of Crowley's "*Invader*" class, powered by a pair of EMD 20-645E5 diesels developing a bollard pull of abt. 150,000lbs. Barge was originally built in 1982, by FMC Corp. in Portland, Oregon as a 149,000bbl, single-hull, petroleum barge. The 16,200 dwt barge was first towed to Colombia where the new Owner contracted with a local shipyard to have her quickly converted into an ocean going-deck barge. She has a raked spoon bow with 10' high breakwater forward, a clear flat deck and squared raked stern with twin towing skegs. The new Owner is completing final outfitting at their facility in Vancouver, British Columbia before the barge finds herself again at the end of a tow wire, heading North of Alaska to the Canadian Arctic to begin service as a cargo barge. Reportedly the tow from Colombia to Canada was one of those described as "*boring is good*". The Panama Canal transit was uneventful and weather fantastic for most of the voyage, with the tow averaging over 9 knots. Tug and tow got into the Northwesterlies though off of the Baja Peninsula and pretty much had it on the bow for the rest of the voyage. This slowed the tug to 7kn, mostly to avoid pounding an empty barge.

Marcon International, Inc. is pleased to announce the sale of the traditional single screw tug "*Tito Neri Settimo*" from European owners to private buyers. The Italian flag vessel was built in 1985 by Cooperativa Ing. Tommasi Cantiere Navale S.r.l. and classed by RINA 100 A 1.1, Motorship, Re, Tug, National Coastal. She measures 102.6' x 27' x 13.9' with a maximum draft of 11.9'. The tug is powered by a single Nohab (Wartsila) F38A main engine producing 2,068BHP at 825RPM, turning a single fixed pitch propeller in a kort nozzle. The tug is equipped with a 30 ton Seebeck hydraulic tow hook. She has berthing for up to ten crew in two single and two 4-man cabins. Marcon represented the sellers in this transaction. Buyers were represented by Michael Vincent.

The second of three newbuilding Robert Allan Ltd. "*Ulupinar*" design 40 tonne bollard pull, ASD tugs was delivered by our friends at Sanmar Denizcilik Makina of Tuzla, Turkey to Remolcadores Dominicanos of Santo Domingo, Dominican Republic. The 24.39m (80') x 9.15m x 4.04m "*Ulupinar IV*", now renamed "*Nizao*", is powered by a pair of CAT 3512TA diesels developing a total of 3,300BHP at 1,800RPM to Rolls Royce US-155 FP azimuthing drives. The RINA classed tug is also fitted with Rolls Royce hydraulic towing winches fore and aft, Data hydraulic 8" retractable tow pins and a Data hydraulic 45 tonne SWL tow hook. Two Perkins generator sets each provide 74kVA electrical power. As with the earlier delivery, Remolcadores Dominicanos plan to sail the tug on her own bottom from Turkey to Santo Domingo, where she will be employed in ship assist work. Delivery of the third tug is scheduled for the first quarter of 2010. Marcon acted as sole broker in the transaction. The "*Ulupinar*" Series of tugboats was developed exclusively for Sanmar by Robert Allan Limited. In addition, these vessels incorporate a considerable amount of Sanmar's own input, not only as a tug operator in six ports in Europe and Asia, but also as a major supplier of newbuild vessels to four continents. Designated the ASD 24/45 series, these are compact azimuthing stern drive (ASD) tugs, with the second-to-none agility of this type of vessel. Furthermore they possess the outstanding power and all-round performance of an RAL designed hull backed by extensive research involving model testing. Although primarily conceived as harbor ship assist vessels, the long delivery trips undertaken, one across the Atlantic in far from benign conditions, demonstrate excellent sea-keeping qualities. However with fire-fighting and winches both fore and aft, the versatile "*Ulupinar*" series tugs also have the ability to undertake the tasks normally reserved for larger vessels. Furthermore, the compact overall dimensions have forced no compromises in the level of accommodation and considerable attention has been given to noise and vibration reduction to further increase crew comfort.

Marcon International is pleased to announce the sale of the 250' x 72' x 16' ocean deck barge "*Dominica*" (ex-*Mobro 5000*, ex-*Jim Brown*) between private parties. The 2,527GRT barge was built to ABS +A1 standards in 1976 at Misener Marine of Tampa, Florida. The heavily built, 5,054 ton deadweight barge is composed of two longitudinal and five transverse bulkheads forming 16 water tight compartments. The uniform deck load ranges from 2,700psf to 3,790psf. Barge has a breakwater forward, bin walls, ramp and a small generator room below deck. Marcon had previously sold this barge in 2004 to the present Seller, at which time she was changed from U.S. to Dominican flag. Marcon International acted as sole Broker between parties in the sale. Upon closing of the sale, Seabulk Towing's 3,500HP, U.S. flag, twin screw tug "*Challenger*" was contracted to tow the barge the 1,196nm from St. Maartin northbound to Freeport, Bahamas, departing on 25<sup>th</sup> March. Marcon represent Charterers in arranging the tow with Nordic Shipping of Ft. Lauderdale representing tug Owners.

# Marcon International, Inc.

## Tug Sales Report

Rederiet Junior of Svendborg, Denmark have purchased the 2,090BHP, twin screw tug *"Poseidon"* from Intertug S.A. of Columbia. The 22.5m x 7.25m x 3.75m draft towing and firefighting tug was built in 1994 as a Stan Tug 2207 design by B.V. Scheepswerf Damen of Gorinchem, Netherlands for Intertug. She was classed LR +100A1, Ecuadorian, Colombian and Venezuelan Coastal Service; +LMC. *"Poseidon"* is powered by a pair of Cummins KTA 38 diesels driving fixed pitch bronze props in kort nozzles to produce a bollard pull of abt. 27 tonnes. Free running speed is abt. 12.2kn. New Owners already painted the tug in her new colors during the drydocking inspection (photo at right) and renamed her *"Egesund"*. Tug is fitted with 300m<sup>3</sup>/h firefighting, oil dispersant capabilities and abt. 60m<sup>2</sup> clear deck space aft. *"Egesund"* is presently in Curacao preparing for the long Eastbound voyage across the Atlantic with her next stop to refuel in Barbados. ETA Denmark is expected to be sometime in May. Once back in Denmark Rederiet Junior plans to install a tow winch and new accommodations. Marcon International acted as sole broker in the transaction.

Dawn Services LLC of Gretna, Louisiana purchased the 2,200BHP tug *"Atlas"* (ex-*Richard M*, ex-*Jennifer L*) from Sortwell, Inc., a subsidiary of Marine Resources Group of Seattle, Washington, returning her to the Gulf of Mexico after 21 years on the West Coast. Tug was working out of Oakland, California at the time of the purchase and delivered to new Owners in Louisiana, where, renamed *"Bering Dawn"*, she joined seven other tugs in Dawn's fleet. The 87' x 28' x 9' depth vessel was originally built by St. Charles Steel Works of Thibodeaux, Louisiana in 1982. She is powered by a pair of turbo-charged CAT 3512 diesels, Twin Disc MG 6.19:1 gears and fitted with 72" x 73" 4-blade props in kort nozzles providing a bollard pull of abt. 64,000lbs. ahead. Towing gear consists of a Smatco double drum tow winch. Marcon previously brokered the sale of a 180' x 54' ABS Ocean deck barge to Dawn in 2007 plus another twin screw tug several years earlier.

D&V Boat Company of Seattle, Washington sold their U.S. Flag, 1,800BHP, twin screw tug *"Double Eagle"* (ex-*Unimak*, ex-*Pacific Wind*) to Aleut Enterprises LLC of Anchorage, Alaska. The 70' x 22' x 9' draft tug was built in 1972 by Marine Power & Equipment in Seattle, WA. She is powered by a pair of GM 12V149TA turbo-charged diesels producing a total of 1,800BHP @ 1,800RPM, each turning a 68' x 47" fixed pitch propeller through a Twin Disc MG-527 gear with 5.17:1 reduction. This arrangement provides a top speed of about 11.5 knots free running and a range of about 3,000 nautical miles at 10 kts. Capacities include 16,000 gallons of fuel oil, 1,500 gallons fresh water and 200 gallons lube oil. *"Double Eagle"* is fitted with a single drum towing winch with about 1,500' of 1.5" wire rope plus a windlass forward. Ship's power is provided with a 20kW / GM2-71 and a 30kW / Isuzu genset. Navigation aids include radar, auto pilot, SSB and GPS. This is the seventh tug brokered by Marcon either to or from D&V Boat over the years, and the first tug brokered to Buyers although we previously assisted in their purchase of a tank barge. *"Double Eagle"* was successfully mobilized from Puget Sound to Adak, Alaska, out close to the end of the Aleutian Islands chain in December. Marcon acted as sole broker in the sale.

A U.S. flag, 55' x 22' x 8.6 inland river towboat was sold on private terms between U.S. West Coast operators. The triple screw, steel hull vessel was originally built in 1945 at Walsh Construction of Jersey City, New Jersey as a standard LCM landing craft. During 1980, she was widened along her centerline about 8' to add a third engine and at the same time completely rebuilt and converted to a shallow draft, flat-bottomed pushboat fitted with push knees forward. The vessel is now powered by three GM 8V71T turbo-charged diesels total 900BHP at 1,800RPM, with each engine turning a 38" 4-blade propeller in a tunnel through a Twin Disc 509 marine gear with 2.5:1 reduction. Ship's power is provided by one 40 kW / GM 4-71 diesel generator. Deck gear includes a center mounted 40 ton Beebe winch plus one each 25 ton Beebe barge winches mounted port and starboard. Capacities include 5,500g of fuel oil and 750g fresh water. She has accommodations for five crew members in four cabins. This is the second sale Marcon has brokered between these two Clients in the last 30 days. Sellers are replacing the vessel with a newbuilding shallow draft tug capable of both short coastwise tows and river work.

## 2008

Marcon is pleased to announce the sale of the two sister integrated tug & barge (ITB) tank vessels *"Groton"* and *"Jacksonville"* from U.S. Shipping Partners L.P. of Edison, New Jersey to foreign buyers. Both ITBs were originally built in 1981 and 1982, respectively, for Amerada Hess of the U.S. Virgin Islands. Halter Marine Services, Inc. of Chickasaw, Alabama, built the catamaran style (CATUG), twin screw tugs and Bethlehem Steel Shipbuilding Division of Sparrows Point, Maryland, built the double-bottom / single-side tank barges. The vessels traded the majority of their lives in U.S. coastwise clean petroleum product service, but had recently been utilized to transport grain cargoes to Africa for humanitarian organizations. The vessels are of a unique design where the twin-hull tug *"docks"* on a tongue protruding from the stern of the tank barge and locks into place with hydraulically operated link-arms, rigidly connecting

# Marcon International, Inc.

## Tug Sales Report

the unit. Overall dimensions, with tug and barge connected, are 691' x 95' beam x 61.5' depth with a maximum loaded draft of 40.5' carrying a deadweight of about 48,000 long tons. The thirteen cargo tanks have a combined capacity of 362,000 barrels with each cargo tank fitted with its own Framo single stage submersible pump. Both units are classed with ABS as Oil Tank Barge +A1 for the barges and Towing Service +A1, AMS, ACC for the tugs. The 133.5' x 90.3' x 39' tugs are powered by two medium speed Enterprise DMRV 16-4 TransAmerica Delaval main engines generating a total of 18,200BHP providing a service speed of about 14.6 knots on 44 tons/day. The engines are capable of burning IFO and MGO. Buyers will return both vessels to petroleum service, but under non-U.S. flag. Marcon International, Inc. represented the buyers, who previously purchased another tug and barge through our auspices.

The single skin, ocean tank barge, "B. No. 105", was sold to West African buyers after Sellers took delivery of their newbuilding double-hull replacement. The barge, re-named "*Heyden-Lamissa*", was built by Gretna Machine & Iron Works, Gretna, LA in 1971. Principal dimensions are 340' x 70' by 27.5' hull depth. Cargo capacity is 12,889 tons or abt. 102,000 bbls in 10 coiled cargo tanks. Special features include a 12 million BTU self-heating system and crew accommodations for four persons. Last service was in asphalt trade and at the time of delivery barge certificates were valid and in force. The barge was re-flagged with St. Kitts & Nevis registry and assigned a Temporary Load Line by International Register of Shipping. New owners will utilize the barge for local coastwise trading and storage operating from their tank farm in Lagos, Nigeria. In addition to brokering the barge sale, Marcon also fixed it's towage from New York Harbor to Nigeria. Donjon Marine, Hillside, NJ, performed the tow with their twin-screw, 6,480bhp anchor-handling tug "*Atlantic Salvor*". Marcon acted as sole broker in arranging both the sale and charter. This was the third similar barge Marcon has brokered for the Seller and the first brokered to this buyer. Marcon has sold 11 ocean tank barges upwards of 1.49 million barrels capacity so far in 2008 and 59 similar barges totaling about 4.38 million barrels capacity since 1990.

Operaciones Tecnicas Marinas Ltda (OTM) of Colombia has sold their 2,000BHP tug "*Wahoo 4*" to Mexican buyers on private terms. The 25.8m x 8.1m x 3.7m tug, built by Bijlholt BV of Foxhol, Netherlands in 1984, is powered by twin Stork Werkspoor 6FHD240 main engines driving controllable pitch propellers. Originally owned by Smit Harbour Towage Rotterdam BV, the tug was delivered as the "*Smit Noorwegen*". Current sellers had purchased the vessel from Smit-Lloyd (Antilles) NV in 2005 and overhauled the tug in 2007. "*Wahoo 4*" is equipped with a single drum towing winch. Tug was originally classed with Bureau Veritas but this was withdrawn in recent years. This is the second sale concluded to these buyers within recent weeks. Marcon was the sole broker in both transactions.

Fairplay Schleppdampfschiffs-Reederei Richard Borchard GmbH has taken the ship-docking, firefighting, coastal tug "*Fairplay XVII*" on long-term bareboat charter from European Owners. The 103' x 32.5' x 17.1' azimuthing stern drive (ASD) tug was built in 1993 by Detlef Hegemann in Germany. She is powered by two MWM SBV8M628 diesels generating a total of 4,078BHP. Main engines drive twin Schottel azimuthing propellers through ZF gears, generating 51mt bollard pull. Free running speed is about 12.5 knots. Tug is fitted with fore and aft towing winches and a 50mt tow hook. Vessel is classed RINA \* 100 A 1.1 Mn Re Salv. Nav. I.C. TPF 500 IAQ1 FFQ1. Marcon acted as sole broker in the transaction. Vessel had just completed another two year bareboat charter arranged through Marcon.

After purchasing the sister tug "*Sea Flyer*" earlier this year (now re-flagged and re-named "*Admiral S*") from Crowley Maritime Services of Seattle, the same Nigerian buyers came back to Crowley and bought the "*Sea Swift*" (to be named "*Billy B*"). The 136' x 36.5' x 19.2' depth tug was built in 1968 by J.R. McDermott, Amelia, Louisiana. "*Sea Swift*" is classed ABS +A1, Towing Service, +AMS, Unrestricted Service. She is powered by a pair of EMD 16-645E5 diesels producing a total of 5,750BHP at 900RPM to 5-blade 120" x 99" 5-blade stainless steel open props. Bollard pull is abt. 135,000lbs. ahead and abt. 95,000lbs. astern. At the time of sale, the tug was afloat at Seller's dock in Jacksonville, Florida. New owners will place the tug in immediate service tandem towing a 400' x 100' x 25' deck barge and a 100,000bbl single skin tank barge from the U.S. East Coast to Nigeria. Marcon acted as the sole broker in the sale and has sold over 80 vessels and barges to or from Crowley plus over a dozen tugs and barges to Buyers over the years.

4,400BHP twin screw tug sold on private and confidential basis.

Waterways C. A. of Los Samanes, Venezuela has purchased the Panamanian flag, twin screw tug "*Reliance*" from Intercoastal Marine Inc. of Ancon, Panama. The 69' x 22.1' x 8.9' steel hull tug was built in 1956 at Pelican Marine Ways and overhauled in 2001. Vessel's main engines are a pair of CAT D397s each turning a fixed pitch propeller on a 5.5 " shaft through Twin Disc Model 3131 gears with a 3.03:1 reduction. Ship's power is provided by a pair of 30 kW Delco, 3 phase, 208 volt generators powered by GM3-71's. Capacities include: 10,000 gallons of fuel oil, 3,000 gallons of fresh



# Marcon International, Inc.

## Tug Sales Report

water, 200 gallons of lube oil and 30 gallons of hydraulic oil. Air conditioned accommodations include Captain's cabin, with one three-man and one four-man bunkrooms. Sellers delivered the vessel to the new Owner in August on the vessel's own bottom. This is Marcon's the first sale to the Buyer. Marcon acted as sole broker in this transaction.

Kwajalein Range Services awarded the twin screw tug *"Gulf Condor"* (LT-101) to Northland Transportation Company of Seattle, Washington. The tug was sold on behalf of the U.S. Army Space and Missile Defense Command acting by and through U.S. Army Kwajalein Atoll/Reagan Test Site. The 121' x 34' tug is a former ocean-going, anchor-handling tug acquired by U.S. Army from Zapata Marine, along with her sister-vessel *"Gulf Raven"*, now named *"Mystic"* (LT-102), and sent to Kwajalein Atoll in 1987. Both tugs were built in 1981 by Quality Equipment of Houma, Louisiana for Gulf Mississippi Marine, later to become Zapata Gulf. The tugs have always been kept in full ABS class with the notation +A1 Towing Service +AMS, in addition to being maintained to U.S. Army AR 56-9 standards. *"Gulf Condor"* is powered by a pair of EMD 12-645E6 diesels totaling 3,000BHP at 900RPM with Reintjes 4.95:1 gears driving fixed pitch, 4-blade 108" x 108" props in kort nozzles. Bollard pull is estimated at abt. 50 tons. The tug is fitted with an Intercon DD-200 double drum 200,000lb. line pull anchor handling / towing winch, Intercon HSW-20 hydraulic anchor windlass, hydraulic tow pins and a crane. Capacities include abt. 134,610g fuel, 15,500g fresh water and 2,500g lube oil. Air conditioned accommodations are provided for 11 crew in five staterooms. As expected due to her government ownership, *"Gulf Condor"* is fully fitted with communications and navigational aids including two Furuno radars, SSB, three VHF's, GMDSS, Autopilot, Sperry gyro with three repeaters, two GPS, fathometer, AIS, Navtex and Satcom. At the time of the sale she was located at Kwajalein Atoll which is abt. 1,405nm from Guam, 2,157nm from Honolulu and 4,566nm from Seattle.

Regardless of the *"Gulf Condor's"* remote location, she attracted a lot of attention due to her good condition and relatively light use over the past 21 years. Fifteen bids were received from potential U.S. and foreign buyers halfway across the globe. New Owners are renaming the tug *"Polar Storm"* and plan to use her in their Pacific Northwest operations. Shortly after her arrival in Seattle, WA, Northland intends to start repowering the vessel with CAT 3516Cs developing a total of 4,000HP at 1,600RPM. The project is expected to not be completed until April 2009 due to the delivery schedule of the main engines and reduction gears. The primary reason to re-power is for better fuel economy, while at the same time getting another 1,000BHP. New generators will also be installed plus the winch converted over to hydraulic controls to help save on fuel costs. The new CAT 3516C engines are expected to consume about 2,500 gallons per day while delivering 4,000HP compared to the original EMD 12-645E6s that used 3,000 gallons per day while only delivering 3,000HP. With diesel fuel at abt. US\$ 3.50 to US\$ 4.00 per gallon, savings for a normal operating season of 220 days is expected to be about US\$ 385,000 per year. Northland operates a common carrier tug and barge service with year-round service to Southeast and Central Alaska as well as Hawaii, and seasonal service to Western Alaska ports and villages. In 2007, Northland's 30th year of operation, it handled more than 750,000 tons of cargo through its Terminal 115 facility in Seattle with a sailing schedule including nine Western Alaska sailings, 58 sailings to Southeast Alaska, 65 sailings to Central Alaska, and 25 sailings to Hawaii. Marcon acted as sole and exclusive broker in the sale.

Constellation Maritime of Boston, MA sold the 2,250BHP twin screw tug *"Scorpius"* (ex – *Joseph T. Olympic, Georgeann*) to Donjon Marine Co., Inc. of New Jersey for service in their fleet supporting dredging, marine construction and salvage operations. The tug, renamed *"Meagan Ann"* by her new Owners, was built in 1975 by Marine Power & Equipment; Seattle, WA. She regularly towed for companies such as Baggen Tug & Barge, Sampson Tug & Barge, Knappton and Foss Maritime throughout the Pacific Northwest and Southeastern Alaska before being transferred to Constellation Maritime on the East Coast. The 81.7' x 28.7' x 11' tug has tankage for abt. 25,000 gallons of fuel and is driven by twin CATD399TA diesels producing a total of 2250BHP through CAT 4.22:1 reduction gears to 88" x 85" fixed pitch 4-blade stainless steel propellers. She has a raised sheer forward for good seakeeping ability, but is compact with a low profile and reported to be maneuverable in tight spaces. *"Meagan Ann"* is fitted with 50T Beebe winches for her face wires and a double drum hydraulic towing winch aft with capacity for about 1,800' of 1.75" wire per drum. The tug has quarters for 7 crew, and is equipped with full electronics, safety and FiFi systems in compliance with her service. Marcon acted as sole broker in the sale. This is the fourth sale from Foss Maritime, or affiliated company, and the eleventh tug sale concluded by Marcon so far this year.

Port City Tug, Inc. of Muskegon, Michigan, a subsidiary of Michigan based Sand Products Corporation, has recently acquired the 4,300BHP, twin screw tug *"Michaela McAllister"* (ex-*Betty Culbreath*) from McAllister Towing of New York City. The yet to be renamed tug will serve a future charter contract on the Great Lakes. *"Betty Culbreath"* was originally built in 1967 by Gulfport Shipbuilding of Port Arthur, Texas along with two sister-tugs – the *"Ellena Hicks"* and *"Libby Black"* for Gulf Coast Transit. For most of their lives, these three tugs handled TECO owned, 20,000dwt, dry bulk

# Marcon International, Inc.

## Tug Sales Report

barges between Tampa and the Mississippi River. Principal dimensions of the tug are 123.5' x 31.6' x 19' depth. She is powered by twin EMD 12-645E5 turbocharged diesels with Falk gears and fitted with an upper pilothouse with 45' height of eye and lower pilothouse with 24' height of eye. Marcon acted as sole broker in this transaction.

The 3,200BHP twin screw tug "*MT Mehran*" was sold by Mew (Pvt) Ltd. of Pakistan to European buyers on private terms. The 26.8m x 8.0m x 3.8m depth x 2.6 – 3.2m design draft was built as the "Big Fair 327" in 2003 by Zhuhai Shipbuilding, China and is classed Bureau Veritas I Maltese Cross Hull & Mach with Unrestricted Navigation. Tug is powered by twin Cummins KTA50M2 (U.S. mfg.) producing a total of 3,200BHP @ 1,800RPM via ZF-Masson RSL1250 6.01:1 marine gears to twin fixed pitch props in kort nozzles. "Mehran" comes equipped with a 50mt SWL towing hook: electro-hydraulic quick release, an electro-hydraulic, 50mt brake tow winch, and fore and aft towbits. The tug's capabilities also include an external fire fighting monitor ~400 cbm/hr with a range of >100M. Wheelhouse is fully equipped with full com / nav aids including GMDSS; SSB; GPS; autopilot; weatherfax; radar; radar transponder; magnetic compass; echo sounder and EPIRB. Air conditioned quarters include wheelhouse and messroom, 2 senior officer cabins and two 6 berth crew cabins totaling 14 persons. Tug is scheduled to leave the Middle East and head for shallow water operations in Europe. Marcon represented sellers in this transaction. So far in 2008 Marcon International, Inc. has sold nine tugs totaling over 35,000BHP plus arranged several charters.

Wasser & Winters Corp of Longview, WA has sold the 60' x 22' x 9.5' twin screw tug "*Lori Ann*" to Boyer Towing of Seattle, WA and Ketchikan, AK. She is powered by a pair of Cummins KT1150 diesel engines, producing a total of 940BHP @ 1,800RPM and each turning a 52" x 40", 4-bladed stainless steel propeller on a 3 1/2" stainless steel shaft through a Twin Disc MG514 gears (w/ 5.34:1 reduction). She carries a Markey single drum tow winch with 2,000' of 1 1/2" wire rope, two 30 kW GM 3-71/Delco generators, a 2" Seawater monitor and two 325psi air compressors. Built at Zigler Shipyards of Mermentau, LA in 1972, the tug has been working steady for the last few years in Icy Bay, AK and recently made the run down the coast and around the outside of Vancouver Island to Port Angeles for dry-docking. New Owner will put the vessel through a short refurbishment program and has contracts in hand to put her into immediate service. Marcon acted as sole broker on the transaction.

Crowley Maritime Services of Seattle, WA sold their U.S. flag, twin screw tug "*Sea Flyer*" to West African interests. The 136' x 36.5' x 19.2' depth tug was built in 1968 by J.R. McDermott; Amelia, Louisiana. Tug was classed ABS +A1, Towing Service, +AMS. Unrestricted Service. She is powered by a pair of EMD 16-645E5 diesels developing a total of 5,750BHP at 900RPM to 5-blade 120" x 99" 5-blade stainless steel open props. Bollard pull is abt. 135,000lbs. ahead and abt. 95,000lbs. astern. Tug was lying idle in Lake Charles, Louisiana at the time of the sale. Marcon has sold over 80 vessels and barges to or from Crowley plus over a dozen tugs and barges to Buyers over the years.

The Japanese flag, 4,000HP Azimuthing Tug "*Hitachi Maru*" has been sold to private buyers. With her 56.6mt bollard pull and azimuthing stern drives, this well-maintained tug drew a lot of interest from potential buyers across the globe as soon as we started marketing her. The 37.6m x 9.4m x 4.2m ASD tug was built by the well-respected Kanagawa Shipyard of Kobe, Japan in 1994. A pair Yanmar 6N260-EN 4 cycle, six cylinder 260 x 360mm diesels driving Kawasaki KST-180ZF/A fixed pitch Rex-peller azimuthing props provide abt. 56.6mt bollard pull at 110% output and a free running speed of abt. 14.3kn. Tug is fitted with a single drum tow winch with a capacity for 600m 54mm wire and a 50 tonne SWL tow hook. Firefighting is provided by a 180m<sup>3</sup>/h fire pump and a 3,000LPM monitor. Vessel was classed JG Coastal Service at the time of purchase. Marcon represented the Sellers in this transaction and previously acted as their broker in the purchase of several other vessels in the 1980's/90's. Following the sale, new Owners plan to re-register the vessel outside of Japan and utilize the vessel for offshore towing within the Far East waters.

The 51.85m x 10.7m Barbados flagged "*Ocean Wrestler*" (ex-*Hadisangsuria*, ex-*Ocean Wrestler*, ex-*Wrestler*) has been sold five times in the 36 years since she was built by Beliard Murdoch-Ostend of Belgium for Union de Remorquage et Sauvetage (URS) of Antwerpen in 1972. Marcon International was involved in four of those sales. After working for URS for approx. seventeen years the twin screw, the deep sea salvage tug was brokered by Marcon to Pacific Towing Services of North Vancouver, British Columbia. Pacific Towing refurbished the tug at a cost of over US\$ 1.5 million to tow tandem 7,100dwt enclosed paper barges coastwise between British Columbia and California. Although the tug and barges performed well on the route even through the rough Pacific Northwest winters, the trade was taken over by a ship in the mid-90's and the tug and barges were tied up in Port Alberni on the West Coast of Vancouver Island. After a period of lay-up, all three units were sold to Southeast Asia and tug was renamed "*Hadisangsuria*". The tug and the two barges saw minimal use in the region and in June 1998 Marcon arranged the sale back into Canadian hands - this time to McKeil Marine Ltd. of Hamilton, Ontario. McKeil mobilized the equipment back across the Pacific to North America, selling the barges for conversion to floating power generation and retaining

# Marcon International, Inc.

## Tug Sales Report

the tug for their own service. While under McKeil's ownership "*Ocean Wrestler*" sailed from Nova Scotia to Greenland, working at times in the ice, to find two missing B-17 bombers from World War II plus towed a 183m long drydock from Norfolk, Virginia to Talcahuano, Chile for the Chilean Navy via the Panama Canal. She also supported a cable laying project in international waters on the Canadian East Coast and performed various other tows. Pacific Link Ocean Services of New Westminster, BC purchased the deep-sea tug in 2000 and sailed her back through the Panama Canal to British Columbia. Under Pacific Link's ownership she made numerous coastwise and trans-Pacific tows between the West Coast and both Russia and China - plus once even appeared in an episode of "*X-Files*" in 2001. Finally in 2008 it became time for the tug to move on again, this time to new owners Sapola Tugs Shipping S.A., c/o Atlas Salvage & Towage S.A. of Piraeus, Greece with Marcon International, Inc. representing the Sellers and Byron E. Vernicos Shipping Enterprises S.a. of Piraeus, Greece representing Buyers. Buyers plan to retain the name "*Ocean Wrestler*". Unusual when compared to many European ocean deep-sea tugs, "*Ocean Wrestler*", like a number of other high horsepower tugs built for URS in the 70's and early 80's, is powered by a pair of EMD's mated up to European variable pitch props. "*Wrestler*" was fitted with EMD 12-645E5 turbo-charged diesels producing 4,300BHP at 900RPM to Zeise variable pitch propellers in trainable kort nozzles. This gives her a bollard pull of about 60 tonnes, speed of abt. 13 - 14kn free running and range of abt. 9 - 10,000nm. Tug was also fitted with a 250Hp bow thruster. Towing gear consists of two Brusselle constant-tension, enclosed towing winches with 3,000' 2.25" wire and 2,000' 1.68" wire, a bridle handing winch, hydraulic tow hook and hydraulic tow pins. A Brussel hydraulic pump powered by a 250HP Deutz diesel provides the hydraulics for the deck machinery. Two 300m<sup>3</sup>/h fire pumps provide water to two fire monitors mounted in the after mast. Accommodations include berths for 26 in 14 cabins, a hospital, two mess rooms and saloon. She is classed Bureau Veritas I +Hull +Mach Tug, Unrestricted Service. One distinctive feature I remember about the "*Wrestler*" is that she, along with a number of other URS tugs were traditionally fitted with either a BMW or Mercedes steering wheel (I forget which) instead of the normal wooden or stainless steel ship's wheel. She still has that same wheel today. Regardless of how she was steered, "*Ocean Wrestler*" was always recognized as a well-designed, well-built and well-maintained deep-sea ocean tug ideally suited for international tows world-wide. She has always been one of Marcon's favorites. Her high bow and graceful sheer is easily recognizable in any port. A lot of credit has to be given to her builders Beliard Murdoch, Union de Remorquage et Sauvetage and the Letzers for creating a beautiful vessel. URS was established in 1870, when captain Henri Gerling started with a fleet of six tugs in on the river Scheldt under the name Remorquage à Hélice s.a. (S.à.R.H.), which was later allied in 1928 with S.A. Remorquage Letzer (established in 1923). In 1974 they merged into the URS Group to provide a strong unified organization. URS extended its activities beyond its traditional towing and salvage role on the Scheldt when it participated, from the very beginning, in the development of the North Sea oil fields, starting with the "Groningen field" in the late fifties, followed by the "*Ekofisk*" and "*Forties*" fields. "*Wrestler*" was one of the first of a large fleet of oceangoing tugs built, all showing her distinctive high bow and fine lines.

Two additional 5,600HP tugs were sold on a private and confidential basis with Marcon acting as sole broker.

Remolcadores Dominicanos of Santo Domingo, Dominican Republic committed to a third "*Ulupinar*" series, Robert Allan Ltd. design, newbuilding ASD tug from the shipyard Sanmar Denizcilik Makina of Tuzla, Turkey. The first 40 tonne bollard pull shipdocking and firefighting harbor tug, named "*Haina*", was delivered to Remolcadores Dominicanos earlier this year. Shortly after hand-over she sailed under her own power to the Caribbean. The second tug is scheduled for delivery the first quarter of 2009 and the third 3,300BHP, 24.39m (80') tug is expected to be delivered the first quarter of 2010. All three tugs are powered by a pair of CAT 3512TA's developing 1,650BHP each at 1,800RPM with Rolls Royce US-155 fixed pitch azimuthing drives and high-efficiency nozzles. The tugs are also fitted with Skum hand-operated fire monitors with SMS centrifugal pumps delivering 650m<sup>3</sup>/h at 14 bar. Marcon International, Inc. acted as sole broker in all three sales.

The first of two newbuilding Robert Allan Ltd. design 40 tonne bollard pull, ASD tugs which Marcon announced last year were delivered by our friends at Sanmar Denizcilik Makina of Tuzla, Turkey to Remolcadores Dominicanos of Santo Domingo, Dominican Republic. The 24.39m (80') x 9.15m x 4.04m "*Ulupinar*" series tug "*Haina*" is powered by a pair of CAT 3512T TA's diesels developing a total of 3,300BHP at 1,800RPM to US-155 FP azimuthing drives from Rolls Royce. The RINA classed tug is also fitted with Rolls Royce hydraulic towing winches fore and aft, Data hydraulic 8" retractable tow pins and a Data hydraulic 45 tonne SWL tow hook. Two Perkins generator sets each provide 74kVA electrical power. New Owners plan to sail the tug on her own bottom from Turkey to Santo Domingo, where she will be employed in ship assist work. A representative of Marcon International attended the hand-over of the tug in Tuzla. Delivery of the second tug is scheduled for the first quarter of 2009.

# Marcon International, Inc.

## Tug Sales Report

Marcon was involved in the tow for the Military Sealift Command (MSC) from San Diego, CA to Guam employing the tug *"Island Champion"* (ex-Mogul). The vessel is a well known US West Coast single screw tug powered by a CAT3606 with 2,800BHP driving a 119" x 110" propeller in a fixed kort nozzle through a Reintjes 5.074 gear. Her dimensions are 115' x 31' x 16.5' of hull with good ocean towing capability. The vessel has a single drum Markey TYS-32 towing winch, and packs about 100,000 gallons of fuel. She was originally built to ABS Class requirements in 1965 by Albina Engine & Machinery in Portland, Oregon and has an ABS International Loadline. Tug was re-powered by her former Owner in 1997.

Marcon's first sale of 2008 with the purchase of the U.S. flag 2,000BHP twin screw *"Mr. Nick"* by E.J. Ventures, LP of Texas from Moby Marine Corp. of Florida. The tug was built in 1976 by Slocum Iron Works, Mobile, AL and measures 99.5' x 31' x 17' depth with an ABS Loadline draft of 14.5'. She is powered by twin EMD8-645 diesels which drive fixed pitch open propellers via Falk reduction gears. Her Smatco 55-DAW-170 double drum waterfall winch is GM6-71 powered and carries 3,000' x 1.5" diameter wire per drum with a line pull of 150,000 lbs. Tankage includes 77,000 gallons fuel, 17,000 gallons water and 1,000 gallons lube oil. Tug has a raised foc'stle bow which is well suited for ocean and coastal towing. She has quarters for 12 crew in 4 cabins, and is fully air-conditioned.

## 2007

Island Tug and Barge Co. of Seattle, WA has completed the light tow of the 282' x 78' x 17.5' ocean deck barge *"KR-1"* (ex-JI-281) from Seattle, WA to Astoria, OR with their single screw tug *"Island Champion"* (ex-Mogul) for Knife River Corporation of Portland, OR. The tug was built in 1965 at Albina Engine & Machinery of Portland, OR and produces about 35 ton BP. She is powered by a single CAT 3606 diesel engine (repowered in 1997) and she produces about 2,800BHP at 1,000RPM through Reintjes (5.074:1) gears, throwing a single 119" x 110" 5 – blade, stainless steel propeller. She accomplished the tow of the 7,142 dwt barge at the end of 2,200' x 2" wire spooled from her Markey (TYS-32) tow winch. The 1978 built, ABS+A-1 loadlined barge was brokered, by Marcon, to Knife River Corp. from Victory Towing Inc. of Seattle in September of this year. Marcon acted as sole Broker in the transaction.

Olson Marine Inc. of Ketchikan, AK has completed the tow/delivery of the 200' x 64' dry-dock *"Magone Dry-Dock # 1"*. The floating dry-dock was towed on her own bottom from Seattle, WA to Seward, AK. Magone Marine hooked onto the dock in Seward and towed her out the Aleutian chain to her new home at their facility in Dutch Harbor, AK for final outfitting. The new Owner recently purchased the dry-dock from Foss Maritime of Seattle, WA. Olson Marine used their twin screw tug *"Norman O"* (ex-Duncan Foss) which ironically they had purchased from Foss in 2005 to complete the tow. The 75' x 24' x 8', steel hulled tug was built to ABS at Albina Shipyard of Portland, Oregon in 1970. She's presently powered with twin CAT diesels delivering a total of 1,500BHP. Marcon International arranged the tow but was not involved with the actual sale of the barge. However, Marcon has been involved in the past in several sales and purchases with the parties involved.

Marcon is pleased to announce the arrangement of the short-term charter of the twin screw tug *"Coastal Sun"* (ex-Dauntless, ex-E.B. McNaughton). She is well known on the U.S. West, Gulf and East Coasts, and will be working in the U.S. Gulf region engaged in ocean towing for the Charterer. Classed ABS+A1 Towing Service, +AMS for Unrestricted Service, she had her last five year Special Survey completed in Summer 2006. Designed by Schuller and Allan of Houston, Texas to tow the 17,999dwt self-discharge urea barge *"Hawaii"* (and later sold by Marcon to New Zealand), she was built in 1970 by Gulfport Shipbuilding of Orange, TX and underwent major rebuilding in both 2000 and 2006. Dimensions are 122' x 34' x 17.5' depth, drawing about 15' loaded. The vessel is powered by twin Fairbanks-Morse 12-38D8-1/8 main engines totaling 4,400BHP at 825RPM. The main engines drive 120" x 108" open wheels on 10.75" shafts via Lufkin 4.48:1 reduction gears. She is also fitted with shaft brakes and we found at sea trials her forward to reverse time to be relatively quick for a direct-reversing tug. She is fitted with a single drum Burrard HJ-5/GM6-71 diesel powered tow winch with 2,800' of 2.25" wire and packs 126,000 gallons of fuel for long haul towing. The tug remains available for long term charter basis or outright sale. As brokers working directly with the Owner, we strongly encourage interested parties to contact our office to discuss possible terms, conditions and price or rate ideas. Marcon acted as sole broker in this charter and has brokered the tug twice previously in it's lifetime – once from Hilo Transportation as the *"E.B. McNaughton"* on a long-term charter towing military cargoes for APL in the Far East and later as the *"Dauntless"* from Crowley Maritime to East Coast buyers during the mid -1990's. Full specifications, photographs and drawings can be viewed on our website under File TG44122 and additional information and inspection arrangements can be provided by contacting this office.



# Marcon International, Inc.

## Tug Sales Report

Hannah Marine Corp. of Lemont, IL contracted for the lease-purchase of the U.S. flag, twin screw tug *"Pacific Victory"* (ex-Petro Challenger, ex-Marine Challenger, ex-Polar Challenger, ex-LT 789) from Victory Towing, Inc. of Seattle, WA. The tug was originally built as the U.S. Army *"LT 789"* in 1945 by Marietta Manufacturing as Hull 525 at their Point Pleasant shipyard on the Ohio River. She was one of 40 – 50 similar LTs built by Marietta during World War II. Once retired from service, she was converted in 1975-76 from her single screw configuration by Marine Power & Equipment of Seattle, Washington. She now has triple rudders, twin fixed pitch open propellers of 115" x 90" and carries abt. 180,000 gallons of fuel. When converted she was re-powered EMD 16-645E2's for total of 3,900BHP, replacing the original 1,000HP Skinner uniflow steam plant, and fitted with Lufkin 4.39:1 reduction gears. She has a single drum towing winch and her overall dimensions are 151.5' x 33' x 18.8' depth. She has been idle and in lay-up for some 3 or 4 years in the US Gulf. The new Owner intends to undertake an extensive overhaul of the tug including both steelwork and machinery and renewal of her ABS Loadline. Hannah Marine intends to place her into dedicated service in the US Gulf towing an 8,000 DWT ocean barge. Hannah currently owns two similar ex-Marietta built LT tugs *"Mary E. Hannah"* and *"James A. Hannah"*. Marcon has handled several other sales over the years for both Buyer and Seller.

Alaska Oregon Offshore Marine sold their 3,600BHP, 140' tug *"Marine Commander"* to overseas buyers. Tug was renamed *"Saje Commander"* is towing a 20,000dwt ocean tank barge purchased through Marcon earlier this year from New York to West Africa. *"Marine Commander"*, along with a sister-tug, was originally built in 1944 for the U.S. government as the U.S. Navy rescue tug *"ATR-128"* with 1,500HP diesel electric drive and in 1948 was re-designated as ATA-201 *"Challenger"* until laid up in the Marad Reserve Fleet in 1961. Marine Power & Equipment of Seattle purchased the tug, renamed her *"Marine Commander"* and completely rebuilt both her and her sister-tug between 1978 and 1982. As vessels were originally very strongly built with 1/2" and 5/8" hull plating they were good candidates for the rebuild. The propulsion systems were totally replaced with modern 16 cylinder, 4,000BHP engines and gears with specially designed Coolidge 120" x 94" props. An emergency drive *"take-them-home"* system was also fitted to operate even with the main engine shut down. The system is driven off the ship's hydraulic system via chain and sprockets on the shaft, powered by separate 250HP auxiliary engines. All plumbing/piping was updated, electrical equipment replaced including a new power distribution panel and towing machinery rebuilt and added to. The superstructure on the 01 deck (officer quarters & pilothouse) was replaced with a prefabricated aluminum house with a separate cabin for each crew member. After passing through several hands, the tug was repowered again in 2006 with a remanufactured EMD 20-645E7 providing 3,600BHP at 900RPM, rebuilt gearbox and bow thruster, after which she completed three heavy ship tows which were 5,000 miles each from start to finish. This was the fifth tug Marcon sold to Buyers and fourth tug sold either to or from Sellers. Marcon was the sole broker.

Marcon International, Inc. is pleased to report the sale of the 12,240BHP, 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 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 chainlockers total 204m<sup>3</sup> 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. This is the second time, in 18 months, that Marcon has been involved with the sale of this vessel. Marcon International, Inc. represented Sellers in this transaction, while Offshore Shipbrokers, Ltd. of Aberdeen, Scotland represented Buyers.

# Marcon International, Inc.

## Tug Sales Report

K-Sea Transportation of New York purchased the 6,500BHP twin screw tug "*Pete*" (ex-*Mister Pete*) from McAllister Towing and Transportation Co., also of New York. New owners will reportedly utilize the tug on the U.S. West Coast through their Seattle based-company, Sea Coast Towing, Inc. The 149' x 40' x 22.2', raised foc'stle bow tug was originally built in 1976 by Halter Marine of Moss Point, MS in 1976 for Jackson Marine Corp. Tug is powered by a pair of Alco 16-251F diesels with Lufkin 5.95:1 gears and 144" x 105" 4-blade stainless steel props providing a bollard pull of abt. 77 tons and free running speed of about 15kn maximum. Tow winch is an Intercon double drum side-by-side winch with 330,000lbs. line pull and capacity for 4,000' of 2.25" wire on each drum. "*Pete*" is to be renamed "*Barents Sea*" although we were suggesting "*Chukchi Sea*" after sailing up there during the mid-70's. Marcon acted as sole broker in the sale. "*Pete*" is being replaced in Portland, Maine by the 3,900BHP "*Iona McAlister*" – the only McAllister tug with one "L", but that's another story.

Through the auspices of Marcon International, as sole broker, two Dominican Republic based tug and barge operators ordered one newbuild "*Ulupinar*" series sister-tug each from Turkish shipyard and tug owners, Sanmar Denizcilik Ltd. of Istanbul. The first of the two tugs will be delivered from the shipyard in November 2007 and the second in January 2009. The ASD type tugs were designed by Robert Allan, Ltd. and classed RINA C + Hull & Machinery, Unrestricted Navigation. Principal dimensions are 90' length overall by 30' beam x 13.25' depth with an operating draft of 14.5'. Power is provided by two CAT 3515BTAs developing a total of 3,300BHP to Rolls Royce US 155 propulsion units with fixed pitch props in high efficiency nozzles. One each Rolls Royce hydraulic tow winch with 23 tons line pull at 8m/min is mounted fore and aft in addition to 8" hydraulic tow pins and tow hook aft. The forward winch spools 120m Amstel Blue rope and the aft winch 650m 40mm wire. Firefighting is provided by a 650m<sup>3</sup>/h fire pump and Skum fire monitor. The tugs have a speed of abt. 12.5kn free running and expected bollard pull of 40mt. This is the fourth or fifth tug or barge Marcon has sold Buyers over the years.

Although a pushboat rather than a tug, Marcon International, Inc. is still pleased to announce the newbuilding delivery of a 1,200BHP inland river pushboat. The vessel was built in 2007 at Serodino Shipyard, Inc. in Chattanooga, TN and was sold on completion to private interests in the U.S. Gulf region. The design is known as the "*Tiger Class*", and is 52' x 22.5' x 7.5' depth of hull. She is a typical inland river 3 deck boat design with twin Cummins KTA19M's providing a total of 1200BHP at 1800RPM. The vessel has a height of eye of roughly 24' and is fitted with quarters for 4 crew on the second deck with a small galley, head and shower on the main deck. Her plate thicknesses are 3/8" plate hull with 1/2" plate over wheels & bilge knuckles. Twin Disc MG-5202DC 4.06:1 reduction gears drive twin fixed pitch 52" x 40" 4-blade Nibral propellers. The vessel has two steering rudders and four flanking rudders. She is fitted with push knees forward and electric barge winches. Two 40kW / Cummins 4B3.9 diesel generator sets provide auxiliary power and light. Vessel has capacities for 6,000g fuel, 1,500g fresh water and about 165g lube oil.

Seattle based Jore International, Inc. purchased the U.S. flagged articulated tug & barge unit, "*Thunder / Lightning*" from T & L Ventures, Inc. of Katy, TX. Jore has had the unit on bare boat charter since December 2004 and recently exercised its option to purchase. The 1988 built, 460' x 65' x 22' barge is capable of carrying 70,000 bbls of liquid cargoes in lower tanks and 380 TEU's in the enclosed deck space and upper open deck. Partner tug, "*Thunder*", was built in 1991 by Robert Bludworth of Houston, TX and connects to the barge through a Bludworth linkage system. Reportedly the 8,400BHP, 120' x 44' tug can push the barge at abt. 14 kts. Jore International kept the unit steadily employed since taking it over - one of its jobs involved back-to-back runs to Iraq carrying cargoes of police cars. This is the second tug/barge unit Marcon brokered to Jore, Inc. Previously Marcon sold the 568' x 85', 6,840BHP tug/barge unit "*Strong / American*" to Jore in addition to handling the sales and purchase of several other tugs and 300' – 400' barges. Marcon was the sole broker in the charter/ sale.

Marcon International's first sale of the new year was Northbank Towing's tugboat "*Miss Sue*". The sellers considered this smaller boat out of sync with their current fleet profile of newer and larger boats. The 1976, Service Marine built, twin screw boat will be leaving the Gulf of Mexico for service with new owners in New England waters. The 75' x 24' x 9.5' tug is powered by a pair of GM16V92 diesels providing a total of 1,200BHP to 64" open stainless steel props on 6" shafts. Towing gear consists of a split drum Smatco 44-DPS 50,000lb. tow winch with a capacity of 1,500' of 1.25" wire.

## 2006

Marcon International, Inc. is pleased to announce the sale of the US Flag Twin Screw Tug "*Jaguar*" from Mobro Marine, Inc. to P&C Kimberly Poling, LLC. "*Jaguar*" was built by Main Iron Works in 1994. She measures 105' LOA x 34' beam x 15' depth. The vessel is powered by two EMD 12-645E2 main engines, producing 3,000BHP at 900RPM.

# Marcon International, Inc.

## Tug Sales Report

Reintjes gears drive two 93" x 91" fixed pitch propellers in kort nozzles producing an estimated 40 tons bollard pull. The vessel is fitted with fully air-conditioned accommodations for 7 crew in 4 cabins. "*Jaguar*" will work for her new owners in the US Northeast. Marcon acted as sole broker in the transaction.

Weeks Marine of Cranford, New Jersey sold their little twin screw tug "*Laurie*" (ex-*Lillian Rose*) which was laid up out of the water in Houma, Louisiana to local Gulf Coast buyers. The 42' x 13' x 7.7' tug had been built in 1957 in Madisonville, LA and powered by a pair of GM6-71's with Allison 4.5:1 gears and 42"x38" 3-blade bronze props providing a total of 330BHP. New Owners plan to completely rebuild the tug from the hull up. Marcon acted as sole broker in the sale and has sold a number of other vessels and barges for Weeks over the years.

Dahl Tug and Barge of Seattle, WA has sold the single screw tug "*Ocean Eagle*" to private US interests. She was built in 1965 as a Navy YTB-825 to ABS specifications by Marinette Marine, of Marinette, WI. She was sold at a US East Coast auction, where she operated for many years, before being brought around the West Coast. Still powered by her original Fairbanks Morse 38D8-1/8, 10 cylinder, 2000BHP main engine, which turns a 144" x 89" 4-blade stainless propeller through a Western (5.6:1) direct reversing gear. Maneuverability is enhanced with a 100 HP bow thruster. Two (2) 60 KW/GM6-71 gensets provide power for six (6) crew members in air conditioned accommodations and a full galley. Marcon has been involved in at least six transactions with the Seller over the years, but this is our first to the Buyer. Marcon acted as sole broker.

Olson Marine, Inc. of Ketchikan, AK has sold its twin screw 800BHP tug "*Wendeanna*" to Brice, Inc of Fairbanks, AK. The tug was built in 1952, but recently overhauled in 2006 prior to the sale, and trading in SE Alaska up until the date of hand over. She is an all welded steel twin screw tug of typical inland / limited coastal design with a single push fender on the bow. She was built by The River Lines in Sacramento, California. She measures 65' x 18.7' x 5.8' depth of hull and runs with a loaded draft of about 5'. She is powered by 2 x CUMMINS (N-14M TA) with 800BHP at 1,800RPM. She has a single drum Lee Bennett towing winch with 1,200' x 1.125" wire capacity. The vessel will be used in the Yukon River, and elsewhere in the Alaskan region in her new Owner's service.

Balboa Marine Leasing, LLC, Irvine, CA has sold its US Flag 4,000BHP twin screw tug "*Paula V*" (ex-*Victor J. Guidry*) to US Gulf Coast Buyers on a private and confidential basis. The vessel was idle in So. Louisiana and in a partial state of rebuilding, by her former Owner, after being stricken by a fire in Fall 2001 while being delivered to the US West Coast from the US Gulf. The new Owner intends to complete the rebuild and to re-power the vessel from her original STORK-WERKSPOOR main engines with more modern diesels. The vessel was originally built in 1975 by Avondale SY in Mobile, AL and she was in the process of being rebuilt (after the fire) to her original ABS +A1 Class for hull and machinery. The vessel has a raised focstle bow, and her dimensions are 110' x 32' x 17.5' depth of hull, and she is fitted with a Smatco 55 DTD-170 double drum towing winch, with 150,000# of line pull. Her fuel capacity is 78,000 gallons and she has quarters for 8 persons. She will be engaged in various general and dedicated towing duties for her new Owner in the US Gulf. Marcon acted as sole broker in this transaction.

HBE Inc. of Richmond Hill, Ontario, Canada has sold their 2,250BHP, twin screw tug "*Hudson Bay Explorer*" (ex-*Beaufort Sea Explorer*) "en-bloc" with the ocean deck barge "*Pugwash*" (ex-*Marmac 6*), to Peter Kiewit & Sons Canadian division in St. John's, Newfoundland. The vessels have been delivered by the Seller to the Buyer's Marystown, NL location. The tug and barge are both Canadian flagged and have been working on charter in NE Canadian waters for the last few years. The tug was originally built to ABS class in 1971 at Vancouver Shipyard and completely rebuilt, from the hull up, after a fire in 2004. The shallow draft vessel is powered by two CAT 399TA's (2,250BHP) driving fixed pitch propellers in kort nozzles. Towing duties are handled by a Burrard HEA double-drum winch with 47 ton line pull. The associated 250' x 72' x 15' ocean deck barge was originally built in 1982, to ABS +A1 standards, at Delta Services Ind. of Houma, LA. She has deadweight of 5,346 tons and is constructed with two longitudinal and six transverse bulkheads providing deck strength of about 1500 psf. Marcon acted as sole broker in the transaction.

One party of Caribbean based buyers frustrated at the lack of suitable tug and barge tonnage available in the Americas decided to look far overseas to find the tonnage of choice. After scouring the market, they eventually settled on the following tug and barge unit. From Labroy Marine, they purchased the "*Ocean Mercury*", a 1993 built, 97.7' x 26.9' x 13.4' depth twin screw tug. Powered by 2 x Cummins KTA 38-M engines, the vessel generates 1,880BHP and 25 tons of Bollard Pull. On the end of the tow wire as the tug makes its way from Singapore to its new home in the Caribbean, will be the 2002 Indonesian built "*S Perkasa 1*" deck barge that was sold by Sentosa Perkasa Pte Ltd of Singapore. Critical features of the barge include 240' x 67' x 16' that comes with sidewalls and a ramp. The 4,600

# Marcon International, Inc.

## Tug Sales Report

DWT unit has 10ts/m2 deck strength. The two units will eventually be renamed "*Caribbean Tug*" and "*Caribbean Barge*" respectively. At the time of writing, the tug and barge were making final preparations for the 10,300 nautical mile journey via Suez.

Harrison Dock Builders of Harrison, Idaho purchased the "*Wenaha*" (ex-*A-Team*) a 52' x 14' x 6.5' twin screw, model bow push boat from Alaska Workboats on private terms. She was built of welded steel in 1951 at Thompson Metal Fabricators in Portland, OR and a rebuild in 2004 included a new roof over an expanded cabin, new engine and exhaust system. She is well fendered for harbor work with a single push knee on her stern with port and starboard mounted wire winches. Power provided by 2 x GM 6-71's she has worked inland rivers and the Homer's harbor for the last several years. New Owner plans to ship the vessel overland to Idaho to work in Coeu d' Alene Lake and her inland river system. This is the third vessel sold to same Buyer. Marcon acted as sole broker.

Eastern Canada Towing of Halifax, part of Svitzer Group, finalized sale of three 1960's built, Canadian flagged, Ice Strengthened Harbor / Coastal tugs to McKeil Marine of Hamilton, Canada on private terms. The three tugs sold as an en-bloc package were the single screws "*Point Vim*" and "*Point Vigour*" (ex-*Foundation Vigour*) and twin screwed "*Point Vibert*". "*Point Vim*'s" key dimensions include 98.4' x 27.88' x 12.13' draft and was built in 1963 at Davie Shipbuilding, Quebec. Powered by one Fairbanks Morse, her single screw produces about 26ts Bollard pull. Most details are similar for the "*Point Vigour*" as the "*Point Vim*", except she was built a year earlier in 1962. The odd one out being the "*Point Vibert*" was built to Lloyds Register in the UK by Appledore in 1961 and is driven by two Fairbanks Morse generating 1,334BHP at 750RPM. The "*Vibert*'s" dimensions are essentially the same as the "*Vim*" and the "*Vigour*". Marcon acted as sole broker in this transaction.

John W. Stone Oil Distributors of Gretna, Louisiana recently acquired the "*Sandusky*", a 1980 built 3,000BHP twin screw tug from Laken Shipping of Cleveland on private terms. "*Sandusky*" (ex-*Frank Palladino*, ex-*Lady Ida*) was built at Modern Marine at Houma in Louisiana, and will be returning to that part of the world after her delivery trip from the Great Lakes. Powered by CAT 3512B engines driving 2 fixed pitch props, the unit underwent extensive engine room and associated works whilst in the Laken's ownership last year, including new engines, new reversing gearboxes, new shafts and propellers. The US flagged, Jones Act compliant 100'x32'x11'x12.45' (LxBxDxDft) vessel is to be renamed "*Stone Explorer*" when she arrives back in the Gulf.

The integrated tug and barge "*Jane Ann IV*" and "*Sarah Spencer*" was sold by Halifax Grain Elevator Ltd. The Canadian flag, 594' x 72.2' x 40', 22,105dwt "*Sarah Spencer*" (ex-*Sea Barge One*, ex-*Captain E. V. Smith*, ex-*Adam E. Cornelius*) was built as a 26,800dwt, Great Lakes, self-unloading bulk carrier for American Steamship in 1959 by Manitowoc Shipbuilding. In 1989, new owners converted the ship into a non-propelled barge for a salt contract on the Eastern Coast of Canada. Conversion included strengthening for ocean trade, removing propulsion machinery & superstructure plus installing skegs and a notch for the tug. Over the last few years cargoes have been mostly grain, iron ore pellets and stone. After being towed and pushed by various tugs through the years ranging from 7,000 to 13,000BHP, in 1992 the 8,000BHP Canadian flagged tug "*Jane Ann IV*" (ex-*Tignish Sea*, ex-*Bomare*, ex-*Ouro Fino*) was selected to push "*Sarah Spencer*". The 150', ABS classed tug was originally built, along with an identical sister-tug, in 1978 by Mitsui Engineering of Osaka, Japan for Maersk Brasil (Brasmar) Ltda. as an ocean-going, anchor handling tug on charter to Petrobras. Tug is powered by a pair of Pielstick 8PC221 diesels connected to variable pitch props in kort nozzles. When "*Jane Ann IV*" was purchased to push "*Sarah Spencer*" she was fitted with a Bark River articulated pin-type connection system to engage with the barge's notched stern by means of a pair of hydraulic rams projecting from the sides of the tug's bow locking into receptacles in the barge. Total combined length of the unit is about 650'. Marcon acted as sole broker in the transaction.

Marcon International, Inc. is pleased to announce the sale of the twin screw tug "*Island Brave*" (ex-*Cascade*) from Island Tug and Barge Co., Seattle, WA to private US West Coast interests. The tug was originally built in 1944 at Ludders Marine in Stamford, CT, and is powered by 2 x GM 16V149TI's for 2,600BHP. She measures 100' x 25' x 11.3' depth of hull, and carries about 33,000 gallons of fuel. The vessel had recently sunk at the dock in January 2006 and was declared a CTL. The surrounding photos are from last year when she tied for first place with two other tugs during the Seattle Maritime Festival May 2005.

Vessel Management Services, Inc. of Seattle, WA has sold its ocean twin screw tug "*Sea Valor*" (built 1974 Main Iron Works, Houma, LA). The tug was idle on delivery and will be completely rebuilt for re-entry into the market. The vessel is powered by 2 x EMD 16-645E5's with a total BHP of 5,750 at 900RPM driving twin 122" propellers in fixed kort



# Marcon International, Inc.

## Tug Sales Report

nozzles. The vessel has a bollard pull of 81 tons ahead and carries an Intercon DD-225 towing winch with 230,000lbs of line pull. The vessel is the former "Ocean Victory", "Sandy" and "Sandy Alario".

Subsequent to their purchase in 2005 of six large single skin tank barges and three tugs our client, Ocean Bulk SA, has purchased the tug "Apache" and barge "450-4". As was the case with the equipment previously sold, these vessels will also be delivered to Nigeria where they will be placed in lightering service. The tug and barge were sold to the new owners by Crowley Marine Services, who had previously sold to the same buyers, the sister barge "450-2", as well as, a similarly sized barge known as the "103". The 1976 barge's dimensions are 400' x 100' x 25' and capacity is 16,200dwt or 149,000bbls. The tug "Apache" is the second of Crowley's Indian Class tugs we've sold. She was built by Halter in 1968 and is powered by 2 EMD 12-645-E2 engines producing a total 3,000BHP. Vessel dimensions are 122' x 34' x 16.6'. The tug and barge had recently completed a multi-year contract in Venezuela and were handed over to the buyer in Trinidad

Brusco Tug & Barge Inc. of Longview, WA has sold the 2,200BHP tug "Northern Mariner" (ex-Petro Mariner, ex-Gale Wind) to San Diego Towing and Marine Services of San Diego. The US flag tug, built in 1978 at Marine Power and Equipment of Seattle, is powered with 2 x GM 12V149TI diesel engines, each turning a 72" x 54" 4-blade stainless steel prop through Twin Disc gears with 5.17:1 reduction. With accommodations for a crew of eight, the vessel worked for many years in Alaska and went through a series of different Owners. She was purchased by the Seller only about year ago from a Southern California company and the tug must like the warmer weather, as she is now headed back to Southern California to continue light towing and harbor duties. Marcon acted as sole brokers in the transaction.

Crowley Marine Services of Seattle, WA has concluded the sale of its 1,700BHP shallow draft tug boat "Point Brower" to private interests for service on the US East Coast. The tug was originally designed and built (ex-Arctic Fox) as a versatile boat for service in the coastal waters, and the shallow river waters of Alaska. She has a tunneled stern where the propellers in fixed kort nozzles are set up into the stern to allow for an operational draft of about 6.0' light, and can also be ballasted down to allow for coastal towing service at an approximate loaded draft of about 8.50' - 9.0'. She was built in 1981 by Dakota Creek Industries, Anacortes, WA and is powered by two CAT D398's for about 1,700BHP. She has two electric barge winches mounted just aft of the house, with fairleads running forward and push knees on the bow for making up to the stern of barges in the pushing mode. She also has a single drum Markey TYS-24 towing winch and hydraulic tow pins mounted aft for towing astern. Marcon International, Inc. acted as sole broker in this transaction on behalf of the Buyer and the Seller.

Tradewinds Towing of Florida purchased the 2,000HP, 82' x 28' twin screw "Kari A" (ex-Marine Pioneer) from Anderson Tug & Barge of Seward, AK. The U.S. flag tug was specially built in 1982 in steel with an aluminum pilothouse for and by Marine Power & Equipment of Seattle. Originally 75' long, Anderson added a bow section about 6' long after acquiring the tug. Designed to tow barges coastwise in the Bering Sea, tug also had flexibility to work in shallow, narrow channels and ports with a working draft of abt. 7-7.5' and was capable of setting on soft glacial sand and mud. Tug was powered by GM12V149TI's with 4.94:1 gears and 70.2" x 62.75" Bird Johnson props. Nautican kort nozzles were recessed into stern tunnels and fitted with triple rudders. A single drum hydraulic winch is capable of spooling 2,400' 1.75" wire. Tug was originally contracted to handle oil service barges for a oil exploration in the Bering Sea. Materials for the rig had to be loaded in Nome, Alaska where channel depths inside the breakwater can be as shallow as 6'. Tug was used most recently shipdocking in Seward, Alaska. Marcon acted as sole broker.

## 2005

Although not necessarily a tug, Marcon is pleased to have sold a large AHTS to close buyers. A.P. Moller sold the 12,240BHP "Maersk Tackler" (ex-Tawaki, Federal Atlantic, Seaforth Atlantic) to private interests. "Maersk 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. She was delivered to new Buyers in Egypt. The 68.5m x 14.5m, AHTS was built in 1983 by Hyundai of South Korea for Seaforth Maritime and later owned and operated at various times by Fednav Offshore and Star Offshore before being purchased by Maersk in 1990. She is heavily ice strengthened and classed Lloyds +100A1, +LMC UMS Offshore Tug/Supply Vessel Ice Class 1A Super and Canadian Arctic Class II. Vessel's ice class means that she has been able to work, where many other vessels could not. "Maersk Tackler" has a bollard pull of abt. 113 tonnes, provided by four Bergen KMBV-12 and CP propellers in korts. Vessel is also fitted with two 800BHP bow thrusters, one 800BHP stern thruster and an Ulstein joystick. Anchor handling tasks are carried out a triple drum winch with a maximum pull of 260 tonnes. Deck gear also includes Triplex 300 tonne SWL Shark jaws, Triplex towing pins

# Marcon International, Inc.

## Tug Sales Report

and various capstans and tuggers. Vessel is also well equipped with stoppers, shackles, chaser, grapnel, etc. for towing and anchor handling ops and is approved by Noble Denton. Marcon represented Buyers and Offshore Shipbrokers of Aberdeen, Scotland represented Sellers.

Mexican charterers have taken the ship-docking, firefighting, coastal tug *"Cuyutlan"* on long-term bareboat charter from European Owners. The 103' x 32.5' x 17.1' depth azimuthing stern drive (ASD) tug was built in 1993 by Detlef Hegemann in Germany. She is powered by two MWM SBV8M628 diesels generating a total of 4,078BHP. Main engines drive twin Schottel azimuthing propellers through ZF gears, generating 55mt maximum bollard pull. Free running speed is about 12.5 knots. Tug is fitted with fore and aft towing winches and a 50mt tow hook. Vessel is classed RINA \* 100 A 1.1 Mn Re Salv. Nav. I.C. TPF 500 IAQ1 FFQ1 and just completed her Special Survey before commencement of the charter. Marcon acted as sole broker in this transaction.

The 139' x 34' x 17.2' ocean-going twin screw tug *"El Jaguar"* was sold to U.S. West Coast buyers direct from East Coast sellers. Tug was built in 1976 by Burton Shipyard in Port Arthur, TX and rebuilt at Bollingers in 2000. She is powered by two EMD 16-645E6 main engines generating a total of 4,200BHP driving two Reintjes WAV-2600 reverse reduction gears with 4.45:1 ratio coupled to open fixed pitch 115" x 88" 4-blade stainless propellers on stainless steel shafts. Bollard pull is estimated at 52.5 short tons ahead with a free running speed of about 10 to 12.5 knots. She is fitted with an Intercon double drum 74077 towing winch with 200,000 pound linepull and 2,200' x 2" wire capacity on each drum. Vessel is classed ABS +A1, Towing Service, + AMS, Unrestricted Service and carries an ISM plan and ISPS certificate for international voyages. Two 99kW gensets provide ship's power. The tug just completed special survey with ABS before the sale. Marcon acted as sole broker in this transaction. This is the eighth tug sold by Marcon in 2005. Two additional 5-8,000HP tugs are pending sale.

The 143', 3,280BHP twin screw tug *"Mr. Dylan"* (ex-A G Navajo, ex-Navajo, ex-ATA-211) was purchased from Moby Marine of Fort Pierce, FL and after closing crossed the Atlantic with the 400', 148,316bbl barge *"450-2"* previously purchased from Crowley Marine of Seattle. *"Mr. Dylan"* was originally built in 1945 as a single screw, military, raised foc'stle ATA tug by Gulfport Boiler & Welding Works of Port Arthur, TX. She was converted to twin screw by Burton Shipyard of Port Arthur and repowered with twin EMD16-567C diesels and twin 96" x 54" props in 1964. The re-built tug was operated by Tidewater Marine and Twenty Grand Offshore of Morgan City, LA for many years in the Gulf Coast "oil patch". In 1996 she was sold to American Gulf who towed a 17,000dwt bulk barge for a number of years. Moby Marine purchased the tug in 2003 for Caribbean ops.

Marcon fixed a tandem tow of the barges *"KTC-90"* and *"KTC-96"* in ballast, using the U.S. flag, 110' x 41' triple screw tug *"Elsbeth II"* both built in 1987 and owned by Capt. Latham Smith of Smith Maritime in Green Cove Springs, Florida. *"Elsbeth II"* is powered with three Wartsila 8R22 diesels with 96" x 95" props in kort nozzles developing 5,100BHP and 72 tons of bollard pull. *"Elsbeth II"* picked up both tank barges in New York and towed them to the Bahamas where they were transferred at sea for the trans-Atlantic segment of the voyage to another tug, the 5,750BHP *"James Surveyor"*, also purchased from Moby Marine through Marcon.

The massive 185' x 77' x 30' (18.5' max draft) *"James Surveyor"* (ex-Mac Tide 66, ex-Jaramac 66, ex-L.E. Stewart) was built in 1975 by McDermott Shipyards in Morgan City, LA 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.

The 430' x 80' *"Barge 102"* was purchased from Crowley Marine and renamed *"Demetra"*. Now the only problem was to mobilize the barge 9,230 plus nautical miles from Tacoma, Washington to West Africa. Although they still had work

# Marcon International, Inc.

## Tug Sales Report

for the boat, Marcon managed to talk Island Tug and Barge, of Seattle, out of their 3,600BHP tug "*Norman S*" (ex-*Chilkat Chief*, ex-*Natoma*, ex-*Ellen Foss*, ex-*LT-57*). The 123' single screw tug was originally built in 1943 by Calumet Shipyard in Chicago, IL as a 1,225HP LT tug for the Army Transport Service for coastwise and ocean towing. At the conclusion of her Army service she was placed in the reserve fleet before being purchased in 1962 by Foss Maritime of Seattle. Foss employed the tug, making year-round regular trips between the U.S. West Coast, Alaska and Hawaii plus a 14,000nm run with two ferry boats from Balboa, Panama to Vung Tau, South Vietnam in 1967. Initially scheduled during the Vietnam war to tow coastwise in the South China Sea for Alaska Barge and Transport, she was released after the AB&T fleet of Miki and other World War II tugs completed their overhaul in Hong Kong and returned to service. In 1968 Foss repowered the "*Ellen Foss*", replacing the old Fairbanks Morse diesel with her present EMD 20-645E5 which now produces 3,600BHP and about 80,000lbs. of bollard pull through a 4.5:1 reduction gear and five-blade stainless steel, 120" open wheel. After her sale from Foss in 1986, the ABS loadlined tug was operated by several West Coast companies and fitted with a bow thruster before being purchased by Island Tug and Barge and renamed "*Norman S*" in 1996 to tow along the U.S. West Coast and between Seattle and Alaska. Tug was in good condition at the time of purchase and we believe that she has many thousands of miles of towing left in her long life.

Rederi AB Nestor (a subsidiary of Marine Carrier AB) of Pitea, Sweden purchased the 8400BHP, ocean twin screw tug, "*Panagiotakis Star*" (ex-*Anglian Duke*, ex-*Endurance*, ex-*Azzurro Primo*, ex-*Maersk Blower*) from Megalohari Offshore Actividades Maritimas Lda of Madeira, Portugal. The Lloyds +100A1 classed, 154' x 40' x 19.6' tug, had been on charter to a third party in the Mediterranean until just before the hand-over in Italy. Current Owners have renamed the tug "*Hercules*". Tug was built in the Odense Shipyard in Denmark in 1977. New Owners will take advantage of her Ice Class 3 rating and employ her in the towing of deck barges in the Baltic region. This is the first tug sold to this Buyer, who has purchased 300' x 90' and a 400' x 100' deck barges through Marcon in the last two years. In this transaction, Marcon represented the Buyers and Marina Vernicos of Byron Vernicos Ltd. represented the Sellers.

Marcon is pleased to announce the sale of the newbuilding multi-purpose terminal assist escort tug "*Garibaldo*" to European Buyers direct from a Southeast Chinese Shipyard. Hand-over recently took place in Hong Kong. The vessel will proceed to the European Continent to begin her service after carrying out various delivery tows arranged by the new Owner. The azimuthing tug has main dimensions of 124.64' x 36.08' x 16.40' depth with a 12.50' working draft. She is powered by two CAT3516B's generating total 4,960BHP at 1,600RPM. This machinery is coupled to twin Schottel SRP 1215 fixed pitch prop azimuthing propulsion units which provide the tug with about 60mt of bollard pull ahead and 52mt pull astern. She is also fitted with a 3mt thrust bow thruster to increase her maneuverability. The vessel is classed LR +100A1 Tug, + Escort + LMC + Fire Fighting "1", Unrestricted Towing Service. Three 150kW gensets provide ship's power. She is also equipped for FiFi Class "1" via two remote controlled 1,550cum/hr, 100m throw water / foam fire monitors on top of the wheelhouse with a foam capacity of 18m3. Pollution control is affected with a recovered oil capacity of 200m3, two 6m long dispersant booms and a dispersant capacity of 5m3. Tug has a double drum tow winch, 70mt tow hook and stern roller for towing and escort work and is also fitted with a 30mt hydraulic crane. Tug's endurance is reportedly 20 days. Marcon acted as sole broker in this transaction for both Seller and Buyer, and has also acted on behalf of these parties separately on previous business.

Western Towboat Company of Seattle, WA has sold their single screw, 92.5' x 24.3' x 12.8' tug "*Marauder*" (ex-*Carol Foss*) to Channel Construction Inc. of Juneau, AK. The 1,600BHP tug's steel hull and deckhouse was built by Todd Shipyard in 1957 and the interior and equipment completed by Foss' Seattle yard before joining her sister-tug "*Shannon Foss*" on the Seattle waterfront performing ship-assist work in 1958. Originally powered with a big old Nordberg diesel, she was repowered and refurbished in 1978. After sold by Foss about eight years ago, the tug had been working steady on small towing jobs and assisting in ship docking in the Seattle / Puget Sound area for Western Towboat. Although almost 50 years old, tug was very-well maintained and in beautiful condition at the time of the sale. "*Marauder*" is powered by an EMD12-645E6 driving a steerable kort nozzle through a Lufkin 4.718:1 gear. New Owner, Channel Construction, is delivering the tug on her own bottom to her new home port in Juneau where she will be used on an existing contract in Southeastern Alaska. She will be replacing the 1,600HP, 116' "*Lumberman*" (ex-*Pachena*, ex-*Andrew Foss*, ex-*Dauntless #15* built in 1941 by Jacobson Shipyard in Oyster Bay, New York) which Marcon also sold from Western Towboat to Channel Construction / Inside Passage Marine in 1997 and now has a blown main engine. Marcon acted as the sole broker in the sale.

Block One Marine, LLC of Louisiana purchased the twin screw tug "*Jupiter*" from Crowley Marine Services of Seattle, WA. The 87' x 28' x 13.25' tug was built in 1967 by Mangone Shipbuilding in Houston, TX. She is powered by a pair of CATD398B's total 1,700BHP driving fixed pitch propellers via CAT3192 (5.3:1) reduction gears. The vessel is outfitted with a double drum Skagit RP-90 towing winch. "*Jupiter*" previously worked for many years within Puerto Rico and the

# Marcon International, Inc.

## Tug Sales Report

Caribbean prior to being laid up for sale in Lake Charles, Louisiana early 2004. Marcon acted sole broker in the transaction and has sold 76 vessels and barges for Crowley Maritime over the last 10 years.

### 2004

TT Boat Corporation, New Orleans, LA has sold its 128', U.S. flag, 3900BHP twin screw tug "*Gulf Cajun*" to U.S. West Coast buyers - Tug Master, Inc. of Seattle, WA. The tug was built by Quality Shipyard in 1976 to ABS+A1 Towing, +AMS class and worked in the Seller's fleet for almost 30 years. She is powered by twin EMD16-645E2's developing 3,900BHP at 900RPM and has a bollard pull of 60T with 114" x 114" fixed pitch props in kort nozzles. The tug has 126,000 gallons of fuel capacity and is outfitted with a 130 ton brake, Intercon double-drum DD-200 tow winch. The tug will be refurbished in Louisiana and then brought out to the U.S. West Coast, most likely with a 452' hopper barge in ballast under tow out of the Caribbean. Marcon had sold the hopper barge to other West Coast buyers during the first half of the year and Owners were awaiting a "tow of opportunity". This is the second tug that Marcon has sold for TT Boat Corp. in the last three years, plus Marcon also sold Tug Master, Inc. a 430' barge earlier this year. Tug has since been fitted with an upper pilothouse and hydraulic towing pins.

Seattle based Jore Inc. have taken delivery of the U.S. flagged articulated tug & barge, "*Thunder / Lightning*" from owners, T & L Ventures, Inc. of Katy, TX. Jore is bare boat chartering the unit and has the option to purchase. The 1988 built, 460' x 65' x 22' barge is capable of carrying 70,000 bbls of liquid cargoes in lower tanks and 380 teu's in the enclosed deck space and upper open deck. Partner tug, "*Thunder*", was built in 1991 by Robert Bludworth of Houston, TX and connects to the barge through a Bludworth linkage system. Reportedly the 8400BHP, 120' x 44' tug can push the barge at abt. 14 kts. This is the second tug/barge unit Marcon has brokered to Jore, Inc. Previously Marcon sold the 568' x 85', 6,840BHP tug/barge unit "*Strong / American*" to Jore in addition to handling the sales and purchase of several additional tugs and barges. Marcon was the sole broker in the charter.

Sirius Maritime of Seattle, WA has purchased the 5,750BHP twin screw tug 135' x 38' x 20' tug "*Sea Valiant*" (ex-*Pacific Victory*, ex-*Cecile B*) which was built in 1974 by Main Iron Works, LA. The ABS classed, raised foc'stle bow tug is powered by two EMD 16-645E5's with 122"x120" props in kort nozzles providing a bollard pull of abt. 81 tons. The tug, owned by Crowley Maritime and lying in Seattle at the time of the sale, will be refurbished and placed into ocean towing service on the U.S. West Coast in Sirius Maritime's existing operations.

The 4,750HP twin screw tug "*Oceanos*" completed a time charter towing a 20,000dwt, 430' x 84' x 39' ocean-going, liquid molten sulfur barge for multiple voyages trading between U.S. Gulf ports and Mexico. The 97' x 30' twin screw, ocean towing and anchor handling tug was built in 2003 by Damen Shipyards of Holland and powered with a pair of CAT 3516TA HD/B's with fixed pitch Promarin props in kort nozzles developing a bollard pull of 67 tonnes. Tug is fitted with a Kraaijeveld hydraulic tow winch and a Mampaey 65 ton SWL tow hook. Marcon was the sole broker in the transaction.

The Cayman Island flag, DnV classed, azimuthing tug "*Boa Tor*" (ex-*Birk*, ex-*Boa Tor*, ex-*PM 173*) has been sold by Boa Offshore AS of Norway to Towage and Marine Assistance UAB of Lithuania. "*Boa Tor*" was built in 1994 by President Marine of Singapore, measures 110' x 37' x 16.2' depth and is powered by two Wartsila 6R25 main engines producing 3,940BHP and a 50 tonne bollard pull. The tug is equipped with twin Schottel SRP 1212 azimuthing propellers. She was repositioned from the Mediterranean to Northern Europe where she will work in coastal towing and ship-docking. Marcon acted as sole broker in the transaction.

Coloured Fin Ltd. has sold their 4,960BHP twin screw anchor handling ocean tug "*Theseus*" (ex-*Geronimo Two*, ex-*Britoil 3*, ex-*Redoubtable*, ex-*Chambon Alize*, ex-*Sea Husky*) to unnamed buyers. The vessel was sold "as is" with damage cause by a fire which affected all areas of the accommodation and bridge. The tug, which measures 130' x 32.5' x 17.4', was originally built by Brodogradiliste Tito in Yugoslavia as "*Sea Husky*". Tug is powered with twin B&W 16V23LU main engines driving controllable pitch props in active kort nozzles providing abt. 80 tons bollard pull. Tug was lying damaged in Trinidad at the time of the sale. "*Theseus*" will be renamed "*Jupiter 6*". This is the 5th sale or purchase Marcon has worked on with Coloured Fin.

Western Wood Lumber Co. of Renton, WA has sold their 16' x 7' x 4' steel hull "log bronc" to Eastern Washington buyers. The tug was powered by a single GM 4-53 providing 100HP through a 360 degree azimuthing z-drive propeller and twin skegs. This will probably be the smallest tug Marcon will sell this year – or for many years, but they are a highly maneuverable little workboat that an experienced operator virtually can made dance. The concept of a log bronc



# Marcon International, Inc.

## Tug Sales Report

was first developed in the 1950's as a better and safer way of handling logs in mill ponds. They are basically a single screw, miniature azimuthing tug with a steel hull with a flat bottom. The drive extends abt. 30" below the hull just forward of amidships and is usually surrounded a protective "basket" made of steel flat bar. When the drive is turned, the thrust hits the inside surface of a skeg at an angle, acting like a rudder and turning the boat much quicker than a single skeg.

As part of their fleet renewal program, the 3,000BHP, 105' x 34', twin screw tugs "*Nick Candies*" and "*Chris Candies*" have been sold by Otto Candies LLC of Des Allemands, Louisiana on a private and confidential basis to U.S. buyers. Both boats were built by Halter Marine in 1981 and are powered by twin EMD 12-645E2's with Reintjes 5:1 gears and 117" x 94" props on 11" shafts. The boats have raised foc'stle bows and are fitted with 150,000lb. Markey TDSD-32 double drum winches with a capacity of 2,000' 2" wire on each drum. Marcon acted as the sole broker in the sale. We have sold a number of other vessels and barges to this buyer over the last ten years.

FuelTrans Leasing, LLC of Portland, Oregon sold the 2,500BHP twin screw tug "*Northern Spirit*" (ex-*Petro Spirit*, ex-*Maritime*, ex-*Angel M*) to Island Tug and Barge Co. of Seattle, WA. The 75.25' x 26.0' x 11.5' tug was built in 1981 by Melancon Fabricators of Lockport, LA. She is powered by twin CAT3512TA's with 2,560BHP at 1,600RPM, Twin Disc 4.60:1 gears with stainless steel 69" x 64" propellers in kort nozzles providing approximately 30 tons of bollard pull. Tug is fitted with a Smatco 55DSL 170 / GM4-71 single drum towing winch with a capacity for 2,250' x 1.75" wire and hydraulic towing pins. Tug had just finished a contract towing an ocean tank barge in Alaskan waters at the time of the sale. Marcon acted as the sole broker in this transaction. Tug is being renamed "*Island Spirit*" and has already been committed on charter.

Immels Marine, Inc. of St. Thomas, U.S. Virgin Islands purchased the twin screw 2,600BHP tug "*Courageous*" (ex-*Marine Explorer*) from Clear Water Marine Towing of Pennsylvania. Tug was built originally in 1954 as the single screw, U.S. Army "*LT 2077*", and was converted to her current twin screw configuration by Marine Power and Equipment of Seattle, WA in 1981 along with two sister-tugs which are still working on the West Coast. The tug is used in coastal, harbor and ocean towing service and will be employed in the new Owner's service in the U.S. Virgin Islands and elsewhere in the Caribbean. The tug is powered by twin GM16V149Ti's totalling 2,560BHP at 1,800RPM and measures 107' x 26.5' x 14.9' depth of hull. She carries 60,000 gallons of diesel fuel and is fitted with a "level-wind" single drum tow winch, hydraulic towing pins and capstan. When converted, she was given a triple rudder system and two 87" x 80" fixed pitch 4-bladed open wheel props. This is the second consecutive sale of this tug via Marcon, which previously sold the tug from U.S. West Coast operators to Clear Water Marine in 2001. Marcon acted as sole broker in each of the sales.

The Mexican flagged, 7,000ihp, twin screw tug "*Marmex VII*" (ex-*Drive Mar*, ex-*Keverne*, ex-*Groenland*) has been sold by Maritima Mexicana S.A. de C.V. to Coloured Fin Ltd. of Trinidad and Tobago. She will be renamed "*Thunderer*". She was originally built in 1977 by Jonker & Stans in Holland and is currently classed with Bureau Veritas. The tug measures 135.8' x 34.4' x 17.4' depth with a 14.4' maximum draft. She is powered by two super-charged Alco 12-251F diesel main engines producing 4,460BHP total. The vessel is configured as a conventional twin screw with controllable pitch propellers in kort nozzles and a bow thruster. "*Groenland*" was one of three sister-tugs, the others being the "*Schotland*" and "*Ijsland*" originally for Sleepdienst Willem Muller (Terneuzen Tugboat Co.) which ran into financial difficulties in 1984. At this time, the tugs sold at auction to the bank which originally financed them. In 1985 they were bought by Goliath Shipping and Trading of Holland and later split up and operated by various companies worldwide. It seems like through the years Marcon has almost always had one of these well-designed sister-tugs listed for sale from one owner or another. "*Thunderer*" will work in ship-docking and offshore towing in Trinidad and throughout the Caribbean. Marcon acted as sole broker and has sold other vessels to both Buyer and Seller over the years.

Kessel International S.A. an affiliate of Alfa International Seafood Inc. of Miami, FL has purchased the 1956 built single screw tug "*Neptune*" from Dahl Tug and Barge Co Inc. of Seattle, WA. The 1,700BHP, 106' x 27' x 14.5' tug, built at Gunderson Shipyard was delivered by the Seller to the new Owner in South America. The ABS loadlined, U.S. flag tug is powered by a single CAT 3516 and has been in ocean towing service off the US West Coast. The vessel, with its Markey single drum #28 electric towing winch, will now be used to tow tuna cages between the Galapagos Islands and the new Owner's fish farming operation off the coast of Ecuador. This is the second tug brokered for this Seller by Marcon.

**2003**

# Marcon International, Inc.

## Tug Sales Report

The BV classed, twin screw tug "*Ves Fair 8*" located in Southeast Asia has been sold by Ves Fair Industrial to Caribbean based buyers. "*Ves Fair 8*" was built in 1997 in China and classed by Bureau Veritas. The tug measures 88' x 25' x 12' and is powered by two Cummins KTA19M3 main engines mfg. In the U.S. producing 1,200BHP total and German ZF 6.458:1 gears. The vessel is configured as a conventional twin screw with fixed pitch propellers and fitted with a 20 ton SWL tow hook. The tug will be repositioned by Owners for work in the Caribbean. Marcon acted as sole broker in the transaction.

M & M Agropackaging of Guayama, Puerto Rico is glad to report the sale of their tug "*Rustler*", a 1945 built, single screw, U.S. flag tug to State Leasing and Equipment Inc of Anchorage, AK. The 65' x 18' x 7.1' tug was built in 1945 by Winslow Marine Railway in Winslow, WA and is powered with a single CAT D398A 600BHP diesel. She was used extensively in Alaska in the early 1990's and has since been in storage in Seward, Alaska. The new Owner will refurbish the tug and use her locally for construction and light towing work on the West Coast. This is the second time Marcon has sold this tug in the last few years and acted as the sole broker for the sale.

We are pleased to announce the sale of the U.S. flag, ABS classed, integrated tug & barge unit, "*Texan*" / "*Ponciana*" from Odyssey Vessels, Inc. of Berwick, Louisiana to Martin Product Sales, affiliated with the publicly traded entity, Martin Midstream Partners of Houston, Texas (NASDAQ:MMLP). The 391' x 56' x 26' pressurized/refrigerated chemical barge last traded in LNG service. The barge was built in 1971 by Kelso Marine in Galveston, Texas and fitted with two cylindrical insulated pressure vessels set longitudinally in the hull. A Bludworth notch system links the barge to the twin screw tug "*Texan*". The tug was built by Modern Marine Power of Houma, Louisiana in 1979, fitted with an upper pilothouse and powered with two ALCO 16-251E main engines producing a total of 5,000BHP. Principal dimensions of the tug are 96' x 34.8' x 22.4' and total length of the combined unit is 438'. Buyers have no current plans to change the units' names, and are evaluating options for re-deployment and also horsepower backup for their two ITB's, the "*Martin Explorer*" / "*Martin Sue*" and the "*Orion*" / "*Poseidon*", both currently in molten sulfur service in the U.S. Gulf Coast trade and also fitted with Bludworth notch systems. Marcon acted as the sole broker in the sale.

STC Towing, an Amerada Hess company have sold the U.S. built tug "*Ocean Star*" to New York based, McAllister Towing and Transportation Co., Inc. Hess employed the tug primarily on the East & Gulf coasts until the late '90's when she was sent to the Caribbean to support ship docking operations and barge work at the Hess tank farm in St. Lucia. As there is currently not enough work there to keep the tug employed and due to the diminished efficiencies of operating a single tug, Hess decided to sell her. "*Ocean Star*" is a twin diesel screw, shear deck tug built for Hess in 1979 by McDermott Shipyard of Amelia, Louisiana. The 126' x 34' x 15' tug is classed ABS A-1 Towing Service AMS; and powered by two EMD 16-645E6's producing a total of 3,900BHP with propellers in kort nozzles. In keeping with the tradition of naming vessels after family members, the tug has been renamed "*Bridgit McAllister*". Marcon acted as the sole broker in the sale. This is the 4<sup>th</sup> tug Marcon has brokered the sale of to McAllister over the past few years.

PT Aquaria Shipping of Jakarta, Indonesia has sold their 1985 built, 1,100BHP twin screw tug, "*Aqua 108*" to Hacienda Shipping, also of Jakarta. The 75' x 23' x 11' tug powered by two Niigata diesel engines drives two FPP in kort nozzles and reportedly provides 15 Tons of bollard pull. She also has a bowthruster, a 20 Ton towing hook and complete fire fighting system. She will be employed in the offshore towing business by her new Owners. Marcon acted as sole broker for the transaction.

Harrison Dock Builders of Harrison, Idaho have purchased the "*Clancy*" a 1948 built, 45' x 12.6' x 4.5', tug from Oregon based Cascade Tug Co. She will be dry-docked near Portland, OR so her pilot house can be removed for the journey overland, by truck, to her new home in Couer d' Alene Lake. The small 330BHP tug, powered by two GM6-71's will be employed by her new Owners in the service of building and repairing docks in the Lake and river system of the Idaho panhandle. This is the third such tug sold to this Buyer. Marcon acted as sole broker.

Awal Contracting & Trading Co., of Bahrain have sold and A. R. Singh Contractors Ltd., of Point Fortin, Trinidad purchased *en bloc* the two 95-100' twin screw tugs "*Martha*" and "*Justine*", built 1966 and 1965 in the U.S., which were formerly owned by Nolty J. Theriot of Louisiana. The boats are ABS Classed, each powered with twin GM16V149 diesel engines with the "*Martha*" being fitted with turbos giving her a total horsepower of 2,560BHP. Buyer's have hired Wijsmuller Bros. to deliver the tugs on their own bottoms from Bahrain to Trinidad, where A. R. Singh provides crewboat, shallow pipelay, marine construction and general barge towing service there and throughout the Caribbean.

# Marcon International, Inc.

## Tug Sales Report

### 2002

Keppel Smit Transpacific, Inc. of the Philippines sold the 4,960BHP twin screw anchor handling ocean tug "*Geronimo Two*" (ex-*Britoil 3*, ex-*Redoubtable*, ex-*Chambon Alize*, ex-*Sea Husky*) to Coloured Fin Ltd. of Trinidad and Tobago. The Lloyd's classed 130' x 32.5' x 17.4' tug was originally built by Brodogradiliste Tito in Yugoslavia as "*Sea Husky*". Tug is powered with twin B&W 16V23LU main engines driving controllable pitch props in active kort nozzles providing abt. 80 tons bollard pull. Tug is currently classed by Lloyds and was built to SOLAS rules. Tug was lying in Singapore at the time of the sale and buyers repositioned vessel to Trinidad. Marcon previously sold two 65' crewboats to same buyer and acted as sole broker in all three sales.

The 7,200BHP U.S. flag twin screw tug "*Gulf Commander*" was sold by TT Boat Corporation of New Orleans to Hawaiian Inter-Island Towing, Inc. of Honolulu, Hawaii. The 150' x 40' x 22' tug was originally built in 1976 by Equitable Shipyards of Madisonville, LA as an offshore anchor handling tug for Gulf Mississippi Marine and later taken over by Tidewater in 1992 with their acquisition of Zapata Gulf Marine. Tug is powered by twin EMD 20-645E5 diesels driving 144" x 144" fixed pitch props in kort nozzles and has a bollard pull of abt. 123 tons. Tow winch is an Intercon double drum with 5,000' / 3,000' of 2.5" wire capacity. After purchase, Hawaiian Inter-Island plans to sail the tug to the West Coast where she will be refurbished prior to going into service in the Hawaiian Islands. Marcon acted as the sole in the transaction. Marcon has previously sold this same Buyer several other tugs and barges over the years.

Western Towboat Co., Seattle, WA sold its 45' x 12.9' x 5.3', U.S. flag single screw tug "*Cub*" (ex-*Polar Cub*, ex-*Flyer*). Built originally in 1948 in Hood River, OR; she was completely rebuilt by Western Towboat in 1999 with a new house, engine, gear box, etc. Tug is now powered with a single CAT 3406 developing 325HP at 1,800RPM. Unusual for a tug of this size, she was also fitted with a 12HP Wesmar 12" dual prop bow thruster. The tug was purchased by Caicos Construction Corp., Bainbridge Island, WA. She was a beautiful little boat and lasted on the market for only one week. Sellers had earlier replaced her with a newer vessel.

Marcon International fixed the short term time charter of Seabulk Towing's 6,700BHP, 110' x 40' x 16.5' azimuthing stern drive tug, "*EAGLE II*" (ex-*Kinsman Eagle II*) to owner's of a 20,000 tdw 430' x 84' x 31' draft sulphur barge in cross-Gulf trade. Tug was built by Trinity Marine in 1997 and is powered by twin Wartsila 6R32E diesels. Although a notch barge, the tug towed on the hawser. Although weather was rough and seas approaching 10-12', the tug performed well.

Marcon arranged the tow of the 863.2' x 98.4' x 68.9' ro/ro / repositioning ship USNS "*LCPL Roy M. Wheat*" (T-AK-3016) in ballast drawing 19' draft forward and 26.5' aft from Bender Shipbuilding & Repair in Mobile, Alabama to Norfolk Shipbuilding & Drydock Co. in Norfolk, Virginia. At the time of departure the actual destination was still undecided and at charterer's option. The tug chosen for the tow was the 6,700BHP, 110' x 40' azimuthing stern drive tug "*Condor*" (ex-*Kinsman Condor*) belonging to Seabulk Towing and stationed in Mobile. Tug was originally built in 1996 along with her sister-vessel "*Kinsman Hawk*" by Halter Marine and is powered by two Wartsila 6R32E 6 cylinder diesels and forward mounted Aquamaster US 3001/3600 z-drives. Tug performed well on the tow.

### 2001

Victory Ships, an outreach Ministry group from Seattle, WA has received the ex-Canadian Navy rescue ship "*Saint Anthony*" from Owners from the Pacific Northwest. Commissioned by the Canadian Navy, and built in 1957 at the St. John Drydock Company, she measures 151' x 33.25' x 17.25' and is powered by a single, 1,920BHP, Fairbanks Morse diesel engine. An extensive refitting was accomplished in 1994, just before the Owner purchased her in 1995, and she had been tied up ever since. Victory Ships will use this "*gift*" for their missionary journeys to the Pacific Northwest and beyond.

Marcon is pleased to announce the sale of the twin screw ocean / salvage tug "*Robust*". The vessel was originally built in 1974 by C.D. Holmes, Humberside, UK and served as a Royal Navy long-range salvage tug for many years. She is powered by 2 x Mirrlees Type KMR 6 diesels for a total of 4,500BHP driving two controllable pitch props. The 178' x 40' x 21' tug was fitted with a double drum towing winch, and quarters for 28. Marcon acted as sole broker.

Crowley Marine Services is pleased to report the sale of their U.S. flag, 65' x 18' x 7.1' Single Screw Tug "*Rustler*" to Agropackaging and Mfg. Inc. of Puerto Rico. The U.S. flag tug was built in 1945 by Winslow Marine Railway in Winslow, WA and is powered with a single 600BHP CAT D398A diesel engine. She was used extensively in Alaska in

# Marcon International, Inc.

## Tug Sales Report

the early 1990's and had since been put into storage in Seward, Alaska. The new Owner will transport her to the Caribbean where she will be used in conjunction with a company owned barge to transport their products to local customers in the surrounding islands. Marcon International Inc. acted as the sole broker.

Crowley Marine Service of Seattle, WA sold the 2,200BHP single screw tug "*Sea Lion*" to Alaska-Oregon Offshore of Coos Bay, OR. The 121' x 32' tug was built in 1965 by Paceco of Alameda, CA and used for many years by Crowley performing ocean and coastwise tows. Tug was lying in Jacksonville, Florida at the time of the purchase. This is the second single screw 2,000HP tug Alaska-Oregon Offshore purchased through Marcon and the third tug of this class sold for Crowley.

Clearwater Marine Towing of Pennsylvania have purchased the U.S. flag, twin screw tug "*Marine Explorer*" from Jore Corp. of Seattle, WA. The 107' x 26.5' x 14.9' tug was originally built by National Steel & Shipbuilding in 1954. She was rebuilt and converted in 1981 to twin screw and subsequently worked on the US West Coast for many years in coastwise towing. Main engines are two GM16V149TI diesels producing approx. 2,600 total BHP. Clearwater has renamed the boat "*Courageous*", and will employ her in general towing service on the East Coast. Marcon acted as sole broker in the transaction.

Jonah Co., Inc., Lockport, LA purchased tug "*Ranger*" (ex-*Lady Virginia*) from Caribbean Towing, Inc. of Madisonville, LA. Tug was originally built in 1945 as a single screw "ATA" class tug and after lying idle for about 10 years was completely rebuilt and converted to twin screw in 1997 by Bollinger Shipyards in Algiers. Work included installation of a new electrical system, interior refinishing, generators, piping systems, exhaust stack, electronics, kort nozzles and installation of two reconditioned EMD 16-645E2 main engines. A new pilothouse had previously been installed in 1986. New Owners are renaming the vessel "*Mister Jonah*" and plan to spend 2–3 months working on the vessel to further refurbish the accommodations and reduce the present gross tonnage from 297 to under 200. Upon completion of work, tug will be available for coastal and ocean towing in the U.S. Gulf and Caribbean.

McAllister Towing & Transportation Co., Inc. of New York, NY have purchased the U.S. flag, twin screw tug "*Enforcer*" (ex-*El Buey Grande*, ex-*Denise De Felice*) from Jore Corp. of Seattle, WA. The 133' x 32' x 17' tug was built by McDermott Shipyard in 1966. Prime movers are EMD16-645E6 diesels producing approx. 3,400 total BHP. McAllister has renamed the boat "*McAllister Boys*", and plan to employ her in general barge towing service. This is the third tug Marcon has sold to McAllister and the third sold from Jore, although to different Buyers.

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 GM12V149s 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.

Sause Bros. Ocean Towing of Portland, OR has sold its twin screw 1,400BHP tug "*Balboa*" to Island Tug & Barge, Co., Inc. of Seattle, WA. Tug is powered with twin CAT3412D's with a total of 1,360BHP. The vessel, originally built in 1964 in Louisiana, will be repositioned to the Pacific Northwest and re-named "*Island Storm*".

San Diego Towing & Marine Services, Inc., San Diego, CA has purchased the 65' utility/tug "*American Endeavor*" from Aqua Terra Contracting, Inc., Robstown, TX. The vessel was built all of steel in 1962, measures 65' x 18' and is powered by two CATD343TA's totaling 700BHP. Tug is also fitted with a Skagit BU-30 single drum-towing winch, and has a USCG C.O.I. for the carriage of 18 passengers. She will be employed in the new Owner's fleet for service in San Diego, CA.

Sea Coast Towing of Seattle, WA has sold the following tonnage to U.S. West Coast Buyers: 60' x 20' twin screw pushboat style tug "*Chinook*" built 1965 by Umpqua River Navigation powered with twin CATD379 total 1,000BHP; 60' x 19' triple screw, model bow tug "*Glacier*" built 1965 in Hood River, Oregon and powered with three GM12V71TI's total 1,200BHP plus several barges. The units were all sold "*en-bloc*" and will be employed in aggregate trade in the Pacific Northwest. Marcon acted as sole broker in the sale.

**2000**



# Marcon International, Inc.

## Tug Sales Report

Sea Coast Towing of Seattle, WA has sold its U.S. flag, 56' x 22', 680BHP twin screw tug "*Sadie Brower Neakok*" to Northern California Buyers. The vessel was a typical inland river push boat which was built in 1977 in Kotz Springs, Louisiana and powered with twin GM12V71 diesels. In 1995 she was sponsoned out 3' on either side and fitted with a "wave-piercing" bow. The vessel was first engaged in inland river pushing and later ocean towing in the Arctic region until brought to Seattle in 2000. Marcon can develop the vessel for charter from the new Owner. We invite your serious inquiries and proposals. Charter rate indications available on request.

Sea Coast Towing of Seattle, WA has sold the 1956 built, 400BHP twin screw tug "*Sea Prince*" to Lakeshore Construction of Mukilteo, WA. This tug is one of four tugs and three barges recent sold through Marcon International on behalf of Sea Coast Towing. The new owners plan to use the vessel as a work boat in their various marine construction projects through out the Puget Sound region.

Washington Marine Group of North Vancouver BC has sold their 100' x 25' Canadian flag, single screw tug "*Kingcome*" to Sportfish LLC of Langley, BC. The vessel was originally built in 1952 by Yarrows Shipyard and was powered by a single CAT D399. Vessel suffered a broken main engine crankshaft during a log tow, but was otherwise in good condition. The new owners plan to replace the broken crankshaft as well as install a new boiler and generator. Vessel will be completely refurbished with new galley and sleeping quarters and converted to a private yacht. Marcon acted as sole broker on this sale.

McKeil Marine Limited of Hamilton, Ontario has sold the twin screw, 105' x 25' tug "*Offshore Supplier*" to Thompson Shipping Co., Ltd. The 910BHP tug was originally built by Hike Metal Products in 1979 and powered with twin GM16V71's with fixed pitch props in kort nozzles. She was delivered with a fresh drydocking and will be repositioned from Canada to the Caribbean where she will immediately start work with buyer's barge. Marcon was sole broker.

Crowley Marine Services, Inc., Seattle, WA has sold the 5,750BHP twin screw tug "*Sea Vixen*" (ex-*Ellen Foss* (95), ex-*Chinook* (90), ex-*Margaret George* (88)) to Hawaiian Interisland Towing, Honolulu, HI. The 130' x 34' x 17' depth conventional tug was built in 1976 by Quality Equipment, Inc. of Houma, Louisiana (Hull 132). She is U.S. Flag, and classed ABS +A1, +AMS, Towing Service. Tug is powered by 2 x EMD 16-645E5 with a total 5,750BHP at 900RPM. She carries 160,000 gallons of fuel, and has an Intercon double drum 120 tons SLP anchor handling / towing winch with capacity abt. 4,000' 1.25" wire. The tug was damaged by an electrical fire which started in the galley when the tug was off Alaska in January 1999. After the blaze was extinguished, she was towed to Seattle, WA and laid up as a CTL. She was recently delivered to the Buyer 'as is'. She will be entirely refurbished by the new Owner, re-named "*Nakoa*" and placed into domestic and international towing service.

Marcon concluded the sale of a new building twin screw 3,200BHP conventional tug from a Chinese shipyard to a U.S. West Coast Buyer. Tug is classed BV + I 3/3 E Tug Deep Sea, and dimensions are 104.3' x 31.5' x 13.6' depth with a 10.20' loaded operating draft. Vessel is powered by twin Cummins KTA50M2, twin fixed pitch props in kort nozzles, and has an approximate bollard pull of 40mt. She is fitted with a single drum electric/hydraulic towing winch (50mt), 210m<sup>3</sup> of fuel oil, and quarters for 12 crew. The tug will be employed in the international towing market. Marcon acted as sole broker in this sale between the Buyer and the shipyard, which we have also recently visited.

Crowley Marine sold their two 45' x 14.5' 340HP single screw tugs "*Jeff W*" and "*Sally S*" to Marine Company, Inc. of Utah to support their dock and marine construction business. Tugs had been used for years as line handling boats assisting tankers calling at Valdez, Alaska. Both tugs were in Valdez at the time of the sale and have been replaced with newbuilding line handling boats. The tugs were originally built in 1966 by Fisherman's Boat Shop of Everett, Washington and each was powered with a single 340HP GM12V71. Marcon acted as sole broker.

Dixie Fuels Limited of Houston, TX sold their twin screw 5,750BHP, 1979 built ocean ATB notch tug "*Invincible*" (ex-*R.W. Sesler*) to Great Lakes interests. Tug will be repositioned to the Lakes from the Gulf of Mexico and mated to another barge. The 99' x 35' tug is fitted with an upper pilothouse with a 60' height of eye and a Bludworth linkage.

B & G Navigation, of Coos Bay, OR sold the twin screw "*Della W.*" to Westcoast Marine Construction of San Diego, CA. The 51' coastal/river tug was built in 1955 by Gunderson Bros. Engineering of Portland, Oregon. Main engines are twin GM 6-110's total 500BHP. Buyers will sail tug from Coos Bay to San Diego on her own bottom.

Transportadora Maritima De Baja California S.A. De C.V. of Ensenada, Mexico purchased the Marshall Islands flag, 3,000HP twin screw "*Seminole*" from Crowley Marine. "*Seminole*" was one of three 122' x 34' x 16.5' tugs in the

# Marcon International, Inc.

## Tug Sales Report

"Apache" class built in 1968 by Halter Marine to tow barges between the U.S. West Coast, Alaska and the Florida coast to ports in the Caribbean. Tugs were built with raised foc'stle bows for added protection in adverse weather conditions and were well designed, good, economical boats in their medium horsepower range. They are powered with twin EMD12-645E2's, Falk 4.174:1 gears and 5-blade stainless steel props. "Seminole" will be reflagged Panamanian, renamed to "El Vigia" ("The Vigilant One") and shortly sail from Jacksonville, Florida through the Panama Canal to the West Coast of Mexico where she will tow 10,000dwt ocean barges in the sand and gravel trade.

Island Tug & Barge, Seattle, WA has sold its 700BHP, 80' shallow draft, twin screw "Esther S." built in 1954 in New Orleans to Yutana Barge Lines, AK. Buyer intends to trade the vessel in Alaska within its existing river operations. Tug was originally built for and traded in this service for decades until sold to Puget Sound where she worked in shallow water work, and coastal service the past five years.

Crowley Marine has sold their 56' x 14' 460HP twin screw tug "1061" to Marine Company, Inc. of Utah to support their dock and marine construction business on the Columbia River. Tug was originally built as a LCM-6 landing craft in 1943 and converted in 1962 to a line-handling tug powered with twin GM8V71's. Tug was located in Valdez, Alaska at the time of sale and has been replaced with newbuilding line handling boats.

Private foreign interests have purchased the 5,750HP, 120' x 31.5' x 14.5' twin screw tugs "M.Moran" (ex-Port Arthur (72), ex-M.Moran (70)) and "Esther Moran" from Moran Towing and Transportation of Greenwich, CT with a delayed delivery of April on one tug. Both boats are powered with twin EMD 16-645E7 turbo-charged diesels and built in 1961 by Gulfport Shipbuilding and 1963 by Jakobson Shipyard respectively. Marcon acted as sole.

Marcon fixed a trans-Pacific tow by the 150' x 33', 5,000BHP tug "Master Cody" to tow the deck barge "Diponegoro". After drydocking, the 1996 built 328' x 82' barge departed Singapore for Ensenada, Mexico, where on arrival it will be fitted with a self-unloading system and put in sand & gravel trade between Ensenada and San Diego. Marcon had arranged purchases of both the tug and barge to the separate owners in 1999. Tug was originally built by Marietta Mfg. Co., West Virginia as a U.S. Army LT for the Army Transport Service as a steam tug operating on trans-Atlantic convoys. She was purchased by Foss Maritime of Seattle in 1962 and over the next four years completely converted and rebuilt to an ocean-going diesel tug with twin diesels to a single 11' diameter Kamewa variable pitch prop. At time of completion, she and her sister-tug "Henry Foss" were the most powerful tugs in the U.S. Sold by Foss in the mid-late 80's, she passed through several hands being rebuilt again in 1986 and finally purchased by present Owners mid-1999. Since purchase she has been working the spot market.

### 1999

Portolos Salvage and Towage of Piraeus sold their 143', 6,000HP Greek flag tug "Everlast" (ex-Bilibino) to Canadian buyers. Tug originally was built by Hakodata Dockyard of Japan for the Russian Company Far East Shipping (FESCO) as an articouple linked ocean tug pushing 9,512 dwt, 118 x 23m log barges in the Russian Far East. Propulsion is by twin Daihatsu 8 DSM-32 diesels with controllable pitch props in steering korts providing a bollard pull of 85 tonnes. Portolos Salvage operated "Everlast" as a salvage tug since 1997 assisting in the salvage of a number of vessels including the double tow/salvage of the burning tug "Macedon" and 17,199dwt "Rothnie" soon after purchase followed by the refloating of the abandoned gasoline tanker "Serifos" under a wreck removal contract. Through 1998 and '99 she continued salvage and assist work.

McAllister Towing of New York purchased the U.S. flag tugs "Sea Racer" and "Puerto Nuevo" from Crowley Marine Services of Seattle, Washington. The 121', 2,875BHP "Sea Racer" which was originally built by Pacific Coast Engineering in 1966 and powered with a single EMD 16-645E5 will be renamed "Buckley McAllister". The 96', 1,530BHP twin screw "Puerto Nuevo" was built in 1964 by Equitable Equipment and powered with twin CAT D398A's and was on charter to McAllister at the time of purchase.

Nordic Technical Development, Inc. of Fort Lauderdale, Florida has purchased the 150' x 33', 5,000BHP "Master Cody" (ex-Atlantic Ranger, ex-Mark (87), ex-Arthur Foss (85), ex-LT 784 (64)) from Mubarak Shipping Co. of Dubai. Tug was originally built by Marietta Mfg. Co., West Virginia as a U.S. Army LT for the Army Transport Service as a steam tug operating on trans-Atlantic convoy duty. She was purchased by Foss Maritime of Seattle, Washington in 1962 and over the next four years completely converted and rebuilt to an ocean-going diesel tug with twin diesels to a single 11' diameter Kamewa variable pitch prop. At time of completion, she and her sister-tug "Henry Foss" were the most powerful tugs in the U.S. Sold by Foss in the mid-late 80's, she passed through several hands being rebuilt again in 1986 before purchased by Mubarak Shipping. "Master Cody" is powered by two Nordberg FS-138HSC 8 cyl.

# Marcon International, Inc.

## Tug Sales Report

343x419mm diesels for a total of 5,000BHP at 515RPM which Foss installed new in 1966 plus a 220HP bow thruster. Deck equipment includes a double drum winch with two 3,000' 2" wires, 5 ton tugger winch and an electro-hydraulic 1.5T crane. Tug hull and machinery are ABS +A1E +AMS class and in good condition for her age. At sea-trials she reached 17kn.

JK Marine of Southern California has sold the U.S. Flag Triple Screw 1,500 HP Tug "*JK Caarle*" (ex-*Ellen*, ex-*Cynthia Olson*) to Jones Sand Company. The 85' x 23' tug was originally built in 1940 as a single screw tug and was later repowered with a single CAT D398 center and two GM8V71 "*wing*" engines. Buyers will employ the tug moving sand barges associated with their business in the San Francisco Bay area. Marcon also previously sold a 230' deck barge to Jones Sand, acting as sole broker in both sales.

Marcon International, Inc. of Coupeville, Washington is pleased to report the sale of the 121', 4,400HP twin screw tug "*Dauntless*" (ex-*E.B. McNaughton*) by Crowley Marine Service to Bay Towing Corp. of Norfolk, Virginia. Designed by Schuller & Allan of Houston, TX; the raised foc'stle bow tug was originally built in 1970 at Gulfport Shipbuilding Corp. of Port Arthur, TX to tow the 15,999dwt self-discharge urea barge "*Hawaii*" for Brewer Chemical of Hilo, Hawaii. In the mid-80's, previous to her purchase by Crowley, the tug was placed on a long-term charter by Marcon to Alaska Tug & Salvage of Anchorage towing a 300'x90' ocean container barge for Sea-Land in the Far East. Marcon has always felt that this tug was a very well designed, built and sea-kindly vessel with excellent accommodations, even though her Fairbanks 12-38D8-1/8 diesels and Lufkin direct reversing gears are no longer in favor by most operators today. All deck machinery is hydraulically operated and the single drum Burrard Iron Works tow winch is fully enclosed. Buyers took possession of the tug on Friday 14th May after drydocking at Atlantic Drydock in Jacksonville, FL. Marcon acted as sole and exclusive broker in the sale.

Crowley Marine Service has sold their 3,200HP twin screw tug "*Howard H*" to buyers in the Caribbean. The 125' x 32' tug was originally built in 1967 by Southern Shipbuilding as the "*Gulf King*" and is powered by twin Fairbanks Morse diesels. She last worked the end of December '98 in Eureka, California docking ships before being laid up in Long Beach, CA where new owners took delivery. Tug has been reflagged foreign. Marcon acted as sole and exclusive broker in the sale.

Private interests in the San Francisco Bay Area purchased the model bow, single screw tug "*Tara C*" (ex-*Tacoma*) from Campbell Towing, Inc., Wrangell, AK. The 64.5' x 19.5' tug was built 1957 in Bellingham, WA and powered by a single 900HP Cooper Bessemer slow turning, direct reversing diesel. Tug is to be converted into private yacht service for the new Owners after they sail her down from Southeastern Alaska. Marcon acted as sole broker.

## 1998

American Navigation of Richmond, California have sold the single screw ocean-going tug "*Portland*" (built 1963, 118' x 26.5', 2,000BHP, 1 x EMD 16-567D) to U.S. West Coast interests. Vessel will undergo a substantial refit and be available within 30 days for coastal or ocean tows. Marcon acted as sole broker in the sale.

As part of its fleet modernization program, Crowley Marine, Seattle, WA has sold its 4,600HP twin screw "*Geronimo*" (ex-*Zeno*) to Bay Towing Corp. of Norfolk, VA. The tug, built in 1967 by Burton Shipyard, measures 128' x 32.8', is powered by 2 x Fairbanks Morse 10-38D8-1/8 main engines, and will join the Buyer's fleet in the Chesapeake Bay region for general service. Bay Transportation has previously purchased two other tugs through Marcon.

Klukwan Native Corp. of Juneau, AK sold the twin screw, 3,000 HP tug "*Chilkat Hunter*" (ex-*Hunter D*, ex-*Chaunta*, ex-*Wendy Foss*, ex-*Pacific Mariner*) to Gimrock Construction of Hialeah FL. Tug was built in 1964 by San Diego Marine Const., and rebuilt in 1993 including an aluminum pilothouse. For the past 5 years she was employed by the MSC towing a combo barge between Japan and Korea. Tug has been renamed "*Gimrock Atlas*" by new owners, who are mobilizing her to Florida for use in their service. This is the third tug Gimrock purchased through Marcon.

Gimrock Const. has contracted to tow the trailing suction hopper dredge, "*Newport*" from San Francisco to Savannah, GA. Owners of the dredge are Manson Construction, Co. of Seattle. Marcon brokered the charter.

Inland & Ocean Limited, New York has sold its single screw 1,000BHP tug '*Mohawk*' to a US Great Lakes Owner/Operator. The vessel is 65'x x 19' x 10.5', built 1943, and is powered by a single CATD398 main engine with CAT7251 reduction gears driving a single 75" x 62" propeller.

# Marcon International, Inc.

## Tug Sales Report

Arctic Transportation Ltd. / Arctic Shipping Ltd. of Newfoundland, Canada has sold the Quad Screw Tug *"Arctic Circle"* (blt. 1969, 117' x 26', 2,500BHP) and Coastal Deck Barge *"A.S. No. 1"* (blt. 1959, 176' x 44', with an International Loadline) to Caicos Cargo Limited of Turks & Caicos Islands. The tug and barge will be used to transport aggregate, building supplies, and general cargo within the Caribbean and Gulf of Mexico.

Loucas G. Matsas Salvage & Towage, Greece has sold its 158' x 31' x 16' single screw salvage tug *"Asteri"* built 1970 by D.C. Anastasiades, Piraeus, Greece to March Investments, New Zealand. The 3,500IHP / 2,400BHP tug was purpose built to the order of Loucas Matsas who were also involved in her design. She was powered by a single Polar Nohab diesel. She is legendary in the region and since commissioning had performed over 500 salvage operations. The vessel is being re-classed with Lloyds and will be used by the new Owner as a yacht, with availability for periodic towing operations in the South Pacific, and elsewhere.

Transocean International, Ltd., B.W.I. has purchased the 1,500BHP twin screw shallow draft coastal tug/pushboat 74' x 25' *"Arctic Sun"* which is powered with twin CATD348TA's from Marine Management, Ltd., Newfoundland for service in the Caribbean and No. Coast of South America. The model bow vessel, which is fitted with push knees, was purpose built for her ex-Owner in 1974 for service in shallow Arctic waters. Her main services were coastal towing, and general assist work. She is highly maneuverable with 4 rudders, and had been trading in the Canadian Northeast up until her sale.

Newport Petroleum, Inc of Signal Hill, CA time chartered Otto Candies, Inc 3,000BHP tug *"Chris Candies"* to tow their oil barge *"BB110"* from Houston, Texas to Los Angeles, California. The barge loaded with 75,000 bbls. of Alkyate was dropped off in Los Angeles and the tug after a few days standing by sailed back to the U.S. Gulf light boat as no immediate eastbound tows could be found.

In accordance with their policy of phasing out single screw tugs, Sause Bros. Ocean Towing of Coos Bay, Oregon sold the single screw 2,000HP tug *"Tecumseh"* (ex-*Sandra Philip*) to Gimrock Construction of Hialeah, Florida. The 105' tug was originally built in 1943 at Equitable Shipyard in New Orleans for the U.S. Army as the *"Lt. Col. John M. Ritchie"*. Sause repowered the boat with an EMD 16-645E2 plus installed a kort nozzle and bow thruster. Gimrock will employ vessel in support of their marine construction and dredging business in the U.S. Gulf, East Coast, Caribbean and South American regions. This is the second tug Marcon sold to Gimrock in the last 12 months.

Western Pioneer, Inc, Seattle, WA has sold the triple screw tugboat *"Good News Bay"* to Global Towing Services, of Lockport, LA. The 65' x 26' boat was built by Allied S/Y, Larose, LA, in 1978, and was repowered with 3 x CAT 3406 B engines, producing 1,095BHP in 1996. New owners will bring the boat to the US Gulf, where she will be employed in general towing services.

Marcon International, Inc. of Coupeville, WA is pleased to announce the sale of the 85' Z-Drive 4,000BHP Tug *"Tioga"* to Vessel Management Services (VMS), a Crowley Maritime Corporation subsidiary, from Coos Bay Towboat, of Coos Bay, OR. VMS has entered into a long-term bareboat charter of the vessel to Crowley Marine Services (CMS). After an initial inspection at Coos Bay, OR, vessel sailed to Los Angeles, CA where she was drydocked for full inspection, and painted with Crowley colors. CMS will employ the *"Tioga"* in ship assist and escort work in and around Los Angeles and Long Beach Harbors. *"Tioga"* was built in 1994 by Tri-Star of Seattle, WA for the selling party to perform ship assist work at their facility. She is powered by a pair of Caterpillar 3516DITA diesels driving two Ulstein 1650H Z-drives located aft. The vessel develops a bollard pull of approximately 106,000 pounds and a free running speed of approximately 13.5 knots. *"The 'Tioga' is yet another vessel employing the best achievable technology that will meet or exceed our customers' needs,"* said Jim Macaulay, CMS Regional Manager of Marine Operations for the Pacific Fleet. *"It supplements Crowley's fleet revitalization program and furthers our commitment to having the most advanced, capable tugs."*

Amaya Curiel & Co. of Mexico purchased the 1,530HP 164' twin screw tug *"Daphne"* from Pacific Northwest sellers. Tug was originally built in 1932 by Bath Iron Works as a U.S. Coast Guard Cutter and completely rebuilt and converted to a twin screw tug in 1962. Vessel has had quite a history and is well known in the Pacific Northwest as a *"hard-puller"* for her horsepower regularly towing in the past 317' LST barges laden with cement and containers between Seattle and Alaska. Buyers plan to sail the tug to Baja California where she will be engaged in the gravel trade. Marcon acted as sole broker.

# Marcon International, Inc.

## Tug Sales Report

McKeil Marine Limited, Hamilton, Ontario has purchased the 4,300BHP twin screw ocean tug "*Hadisangsuria*" (ex-Ocean Wrestler, built 1972 Beliard-Murdoch S.A., Belgium, 174.4' x 36.2' x 19.02') "en-bloc" with the ocean house barges "*Anwar 2001*" / "*Anwar 2002*" (ex-Nahmint and Nanoose Carrier, built 1966 by Yarrows, Ltd., Canada, 356' x 82' x 22.3' depth) from Southeast Asian operators. The tug has been renamed again "*Ocean Wrestler*" and will be towing the barges to the Caribbean where they have been resold through private channels for conversion to power generation barges. Marcon acted as sole broker in the purchase and this is the second time we have sold this tug.

C. R. Harbour Towing, Glen Cove, NY have purchased from Manson Construction Co. the 1,800BHP, twin screw tug "*Peter M*", (ex-H. D. Campbell). The 85' boat was built by Equitable S/Y, New Orleans in 1961. She was originally powered with twin CAT D398 engines, then re-powered by Manson in 1992 with CAT 3512's. Buyers took delivery of the boat in Richmond, CA and are sailing her to NY where she will be placed in harbor service, along with a sister tug "*Diane C.*", (Ex-Fajardo) the sale of which was also brokered through Marcon.

Shaver Transportation of Portland, OR has sold their 105' x 30' x 15', 3,000BHP twin screw tug "*Hercules*" to Gulf-Inland Marine Corp. of Houma, Louisiana. "*Hercules*" was originally built as the "*Morania 16*" in 1966 by Main Iron Works and was powered by EMD 12-645E2's. The tug worked for Morania Oil until 1984. A Pacific Northwest company purchased the tug, completely rebuilt her, and then brought her around to the Seattle area, renaming her "*Haida Warrior*". She spent several years working the Pacific Northwest and Alaskan waters, first under this name and then later as the "*Northern Warrior*". In 1990, she was purchased by Shaver Transportation who renamed her "*Hercules*" and operated her both in docking ships in Portland, OR on the Columbia River and towing barges coastwise. Gulf-Inland will be sailing the tug back to the Gulf Coast where she will retrofitted for a long term contract working in the Caribbean. This is the second tug Marcon has sold for Shaver in the last twelve months and third tug we have sold to Gulf-Inland Marine in the past two years.

### 1997

Venecia Ship Service, C.A. Panama has purchased the single screw tug "*Port Antonio*" (built 1980 Hoivolds Norway, 97.4' x 26.2' with 2,875BHP / EMD16-645E7) from the Port Authority Of Jamaica for coastal/harbour service in So. America. The vessel is a sister to the "*Montego Bay*" which same Buyers also acquired earlier in '97. The two vessels were replaced with newbuilding units by the Port Authority.

Crowley Marine Service of Seattle has sold their 700HP 58' triple screw, shallow draft tug "*Kern*" to Westview Dredging of British Columbia, Canada.

Gimrock Const. Co., Hialeah, FL leased with purchase options the 2,250BHP twin screw US flag tug "*Pacific Titan*". The 97' x 27' x 15' vessel was built in 1977 at Pacific Towboat Co. She was designed extra stout for service in Alaska and was fitted with large skegs on either side of the keel enabling tug to remain upright on ground when the tide receded. Richmond, California based Sellers moved the boat from Long Beach, CA to Larose, LA for the purpose of selling this boat plus another similar tug. Marcon was the sole broker in the transaction.

Venecia Ship Service, C.A. Panama has purchased the single screw tug "*Montego Bay*" (built 1979 Hoivolds Norway, 97.4' x 26.2' with 2,875BHP / EMD16-645E7) from the Port Authority Of Jamaica for service within its extensive fleet in So. America. The vessel had just returned from drydocking in USA, and her delivery was affected to the Buyers shortly thereafter.

Denton International, Liberia has purchased the twin screw tug "*River Earn*" from CTW Terminal Transport Pte.; Ltd., Singapore. The tug (116' x 32.8' built 1976 Singapore with 2 x EMD12-645E2 for a total of 3,000BHP) will be employed on the North Coast of South America in the Owner's existing operations / fleet. The vessel was delivered in Saudi Arabia to the new Owners after recently undergoing various drydocking/tailshaft work for ABS Class, and she is now being delivered to Venezuela by the ex-Owner's crew under contract.

Gateway Marine of Tampa, Florida has sold their 52' x 18' 730BHP twin screw Caterpillar powered tug "*Industrial State*" which was built in 1968 in Bayou La Batre, AL to private Central American interests.

Bay Towing Corp. Norfolk, VA has purchased the 2,200BHP single screw tug "*Sea Wolf*" (121.4' / 115.2' x 32.0' x 16.5' depth / 15.5' loaded draft built 1965 by Pacific Engineering, Alameda, CA. 1 x EMD 16-567DE 2,200BHP. Falk 4.536:1 gear) from Crowley Marine Services, Seattle, WA. The vessel will work in the Norfolk, VA region in the new Owner's fleet alongside her close sister "*Daring*", which the company purchased earlier this year.



# Marcon International, Inc.

## Tug Sales Report

Sause Bros. Ocean Towing, Inc, Coos Bay, Oregon sold the single screw tug "*Tillamook*" (ex-*Pacific Ranger*) to International Shipbreakers, Inc, of Brownsville, TX, who will use the tug to tow scrap vessels to their breaking facility. The 123' tug was built in Tampa in 1948. In 1971 the boat was substantially rebuilt and repowered with a 16-645 EMD providing 2,875BHP at 900RPMs. The boat has seen many years of service on the West Coast, originally working under Foss Maritime colors and later for Sause Bros. towing deck & oil barges up & down the coast, to Alaska, Hawaii and various other Pacific ports. Sause Bros. has sold the boat in accordance with company policy of eliminating single screw boats from their fleet.

Red and White Fleet of San Francisco sold their 1,530BHP 110' twin screw "*Avenger*" which was built in 1958 by San Diego Marine to Neighborhood Shipping of St. Croix, Virgin Islands. Buyers will sail both tug and a barge purchased at the same time from California to the Caribbean where they will be reflagged, converted and put into service hauling gravel and other bulk material deck cargoes.

The tug "*Shaver*", 105'x30'x13.75', built 1976 by Halter, US Flag, 2 x CAT 399TA with 2,250BHP) was sold by Shaver Transportation Co., Portland, OR to Hawaiian Interisland Towing, Inc., Honolulu, HI. The new Owner will employ the tug in its current fleet of vessels in the Hawaiian Island chain and abroad in various dedicated towing business (i.e. ocean tank barges, ocean deck barges, etc.). Marcon acted as sole broker in this transaction.

Dawn Services, Inc. of Harvey, LA purchased the tug "*Frances J*" from a Marianas based company. The 1,700BHP boat, driven by CAT 399's was built by Maine Iron Works, Houma, LA in 1996. Hull dimensions are noted as 94' x 27' x 9.10'. New owners plan to extensively rebuild the hull and to re-engine with 2xGM16-149N. The vessel's new name will be "*Gulf Dawn*", and she will be employed towing barges in support of the US Gulf offshore oil industry.

Crowley Marine Services has sold its 2200BHP single screw tug "*Daring*" to Bay Towing Corp., Norfolk, VA. (121.4' / 115.2' x 32.0' x 16.5' depth / 15.5' loaded draft built 1965 by Pacific Engineering, Alameda, CA. 1 x EMD 16-567DE 2,200BHP. Falk 4.536:1 gear). The vessel will work in the Norfolk, VA region in the new Owner's fleet. Delivery took place in Lake Charles, LA. Marcon has two (2) sister vessels remaining of this Daring Class for sale at this time.

Manke Tugboat Co., Shelton, WA has sold its 1,600BHP 112' x 25' single screw tug "*Pachena*" (ex-*Andrew Foss*) which was built in 1941 by Jakobson Shipyard, Inc. of Oyster Bay, New York to Inside Passage Marine, Juneau, AK for service in Southeast Alaska. The tug was powered by a single EMD 16-645C. Marcon acted as sole broker.

Crowley Marine Services, Seattle, Wa has sold its twin screw tug "*Fajardo*" (95.5/89.4 x 29' x 11' built 1966 Equitable, 2xCAT398A 1,530BHP twin screw to Admiral Towing and Barge, Cleveland, OH.

Crowley Marine Services, Seattle, WA sold its two single screw sister tugs "*Titan*" and "*Trojan*" (Dims:65'x17.1' with 660BHP each powered by 4 x GM6-71's to single shaft) to West Marine Tug & Barge, Ltd., British Columbia. The tugs will be changed to Canadian Registry and employed in various services (log towing, etc.) in Western Canada.

Jore Group of Seattle, WA has purchased the U.S. flag, artubar style integrated tug - Ro/Ro barge unit '*Strong/American*' from Kadampanattu Corp. of New York, New York. The integrated tug and barge was originally built for Coordinated Caribbean Transport, Inc. with the 150' 6,840BHP tug being built in 1978 by Marinette Marine Corp. and 568' x 85' barge by Seatrain Shipbuilding Corp. in 1982. Both have been laid up in Norfolk, VA since last in service when chartered to the Military Sealift Command during the First Gulf War. New owners will repair the tug, which suffered a partial flooding during lay-up, and convert the barge to meet specific requirements. No shipyard has been chosen yet to effect repairs. Jore has not reported their plans regarding future utilization of the "*Strong/American*". Buyers were represented by Marcon International, Inc. of Coupeville, Washington and Sellers by Jacques Pierot, Jr. Inc. of New York.

Crowley Marine Services has sold the 1,600HP single screw tugboat "*George S.*" to Salmon Bay Barge Lines of Seattle. The tug was built at Calumet Shipyard & Drydock to US Army YTL specification in 1943, and was repowered by CMS with an EMD16-567BC engine in 1972.

Marex S.A. of Guatemala City, Guatemala bought the 1945 built 98' single screw 2,150BHP tug "*Sea Hawk*" from Crowley Marine Services. Vessel was originally built as a U.S. Navy YTM, but was repowered in the '70's and the pilohouse and accommodations modernized. Delivery was taken in San Francisco where the vessel will be prepared for the voyage to Central America within the next few weeks.

# Marcon International, Inc.

## Tug Sales Report

### 1996

Crowley Marine Services sold the “*Oil King*” to private interests for conversion to a yacht. The 65’ x 18’ boat was built in 1954 and is powered by an Enterprise diesel producing 600BHP.

The 135’ twin screw tug 2,400BHP “*Joan Salton*” owned by Payette Ships (Panama) of Fort Lauderdale, Florida has been fixed on a voyage charter to Ocean Trading & Management, St. John’s, Newfoundland to tandem tow 2 x 180 ft Ocean Deck Barges from Bulls Arm, Newfoundland to New Orleans, LA.

Marianas Tug & Barge of Saipan, Guam sold their twin screw 850BHP 65’ tug “*Barbara M*” (built 1969 by Bollinger SY, 2 x CATD353TA) to South American interests on private and confidential terms. Tug was delivered to the new owners in Balboa, Panama.

The Grant County Public Utilities Department of Washington State purchased the 51’ 750BHP twin screw “*Undaunted*” from Golden West Refining Co. of Long Beach, CA. The vessel, which was built in 1981 by R.R. Reynolds of Los Angeles and powered with twin GM8V92’s, was sailed up to coast to the Columbia River in Oregon and then trucked into the Wanapum Dam where she replaced an older 35’ tug which has outlived its usefulness. Marcon represented the Buyers in the purchase.

Mass Towing Co., Providence, RI has sold their 1950BHP single screw tug “*Rahway*” (100’, 1 x EMD16-567C) to Caribbean Operators, Ltd., Trinidad for service in the new Owner’s existing operations in the Caribbean region. Marcon represented the Buyers in the sale which was the fourth tug or tug supply boat purchased by Caribbean Operators through our efforts.

F.C.M., Italy has sold their twin screw 7,200BHP 150’ tug “*Vortice*” built 1976 by Mangone SB, USA (twin EMD20-645E5’s) to McKeil Marine, Hamilton, Ontario. The tug was lying in Trieste after sustaining a fire in the Summer of ‘93 while reportedly enroute to Veracruz, Mexico. The tug is being towed to Eastern Canada at this time by the twin screw tug supply boat “*Joan Salton*” (which Marcon also arranged) with expected arrival towards the middle/end of September 1996. This is the third vessel Marcon has sold to this Buyer in ‘95/’96.

Crowley Marine Services of Seattle, WA has sold their twin screw 330HP, 57’ x 14’ shallow draft tug “*Nanuk III*” which was built in 1966 to the North Slope Borough, an incorporated municipal government in the State of Alaska. Tug will be used as a dredge tender for a beach nourishment dredging program in the coastal communities in the northern part of the state above the Arctic Circle.

Gulf-Inland Marine Corp., Houma, LA has purchased two tugs from Crowley Marine Services fleet in Puerto Rico for service along the US Gulf Coast and in the oil patch. The tugs (“*Dorado*” - 85’x24’ built 1965 by Equitable Equipment, 2xCAT398A’s with 1,530BHP; “*Borinquen*” - 95.5’x29’ built 1966 by Equitable, 2xCATD398B’s with 1,700BHP) were purchased “*en-bloc*” and delivery was taken in Puerto Rico, where the vessels will be prepared for delivery to the US Gulf within the next month, where rates for tugs have seen a dramatic increase in the past six months. These are the second and third tugs to be sold from this fleet by Marcon International, Inc. in June 1996.

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.

Crowley Marine Services has sold its 95.5’ twin screw tug “*Cabo Rojo*” built 1965 by Equitable Equipment (1,700BHP) tug to C.R. Harbour Towing, NY for service in the US Northeast under new Owner’s service. The vessel was sold from Crowley’s Puerto Rico fleet. Marcon acted as sole broker in the transaction between the principals.

Resolve Caribbean Towing, of Port Everglades, FL, has purchased the two single diesel screw Sister tugs “*Sea Giant*”, and “*Sea Witch*” from Crowley Marine Service, Seattle, WA. The heavy duty offshore, US flag tugs were built during 1957 by Paceco Shipyard. Dimensions are 125’ x 28.2’ x 17.25’. Each are fitted with direct reversing Enterprise engines producing 2,000BHP. Resolve will employ the tugs in general barge freight trading and salvage work in Eastern US, Gulf and Caribbean waters. Marcon acted as sole and exclusive broker.

# Marcon International, Inc.

## Tug Sales Report

Public Service Marine of Long Beach, CA time chartered the 3,300BHP 106' tug "*Eagle*" (ex-Dallas J. Adams) from Alaska Marine Charters of Bellevue, WA for six years to tow the 8,000tdw 300' x 68' ocean tank barge "*Jovalen*" coastwise between Long Beach and the San Francisco Bay area. Tug had just completed drydocking at Marco Shipyard in Seattle and was fitted with an upper pilothouse and additional collision avoidance electronics for the charter. "*Eagle*" was built by Modern Marine in 1979 and powered with Wichmann 5AXA diesels and controllable pitch props in kort nozzles. She was owned and operated by Doucet & Adams Towing out of Galliano, LA working for many years in Mexico and the U.S. Gulf before purchased by Alaska Marine Charters to work for SEA-LAND in Alaska. She was replaced by the new 4,000BHP reverse tractor tug "*Gyrfalcon*" which Owners had built at Marco. Marcon was the exclusive broker working on behalf of Owners and acted as sole broker in the charter.

Sembawang Maritime of Singapore sold two of its 3,200BHP twin screw harbor/ocean tugs, "*Sea Cougar*" and "*Sang Nila*" to Naviera Chagres, S.A. of Panama for service in Central America. Tugs were both built in the 1970's, and are powered by 2 x FUJI main engines driving steerable kort nozzles (35° either side). This is the third vessel of this class Marcon sold for Sembawang Maritime.

D&V Boat of Seattle, WA has bareboat chartered its newly built 3,100BHP "*Escort Eagle*" to Wilmington Transportation Co. (WTCO) San Pedro, CA on private and confidential terms. The 117' x 35' x 16' reverse tractor tug was built by Nichols Bros. of Whidbey Island, WA in 1995. She is powered with twin CAT 3516 diesels driving Aquamaster 1701 Z-drives equipped with four blade props in nozzles. She was taken over in early February 1996 after a few "*shake-down*" cruises to Alaska and a tandem tow of barges from the Panama Canal. The vessel, renamed "*Eddie C*" will be used primarily in shipdocking and escort service in the Long Beach / Los Angeles Harbor area for tankers and other vessels shifting to and from anchorage in the outer harbor and berthing. Marcon International acted as sole broker on this business between Owner & Charterer.

### 1995

Rimorchiatori Riuniti Porto Genova s.r.l., Genoa, Italy sold the "*America*" to Sandpiper Transportation of St. Vincent & The Grenadines, West Indies. The single screw tug was built in 1972 in Italy and is driven by a 12 cylinder Nohab producing about 2,100BHP. Registered dimensions are 95.63' x 24.0' x 14.76' x 12.98' load draft. Vessel was taken over in December 1995 and new owners placed her in service towing materials barges throughout the Caribbean.

Atlantic Service Supply S.A. of Panama has purchased four tugs and two inland bunker barges from Crowley Marine Services of Oakland, California. The 2,150HP tug "*Sea Otter*" (renamed "*Los Santos V*") and 1,125HP tugs "*Atlas*" (renamed "*Portobelo V*"), "*Envoy*" (renamed "*Colon V*") and "*Guide*" (renamed "*Cocle V*") are leaving from the San Francisco Bay area. The tugs and barges, reflagged to Belize registry, are to be operated in Owner's service in Panama. The tugs and barges were part of the selection of surplus vessels being offered for sale as Crowley upgrades their fleet. Marcon acted as exclusive and sole broker in the sale.

Jacklyn Shipping of Cedar Rapids, Iowa has sold their U.S. flag 6,600BHP, 150' twin screw tug "*Jacklyn M*" (ex-Robert L. Torres, ex-Andrew Martin) to Lafarge Corp. of Southfield Michigan. Although tug was originally built in 1976 by Halter Marine, a fire in December 1981 destroyed most of the superstructure, pilothouse and upper machinery spaces. The vessel hull was laid up for several years until purchased and completely rebuilt by Robert L. Torres in 1990 / 1991 at which time she was also repowered with a pair of CAT 3608TA's. After operated for two years by present Owners, Marcon arranged the sale to Lafarge who plans to integrate the tug with a new U.S. flag 14,000 ton self discharge cement barge on the Great Lakes. Marcon was one of two exclusive brokers and acted as sole broker in the sale. Marcon International has previously sold a 324' x 68' deck barge to another division of Lafarge plus a 7,200BHP 21,554dwt integrated tug / barge to other cement operators on the Lakes.

Zidell Marine of Portland, OR sold their 1,550HP 86' twin screw tug "*Sea Blazer*" (ex-Kala Loa, ex-Northern Brave) built 1961 in Pascagoula, MS to Marine Solutions of Anchorage, AK. Vessel is intended to primarily work in Cook Inlet, Alaska supporting Buyer's diving operations. Marcon acted as sole broker.

The Water And Sewerage Corp. of The Bahamas sold the 1,800BHP, triple screw tugboat, "*Lovely Bay*" (ex-Lolita Chouest) to D & J. Towing, Inc. of Miami. The 1975 built 70' tug had previously been in service towing the 4,500 DWT water barge "*Black Point*". Marcon acted as sole broker and was the exclusive broker for Sellers.

# Marcon International, Inc.

## Tug Sales Report

Foss Maritime of Seattle, WA has sold their 43' 370HP tug "*John A*" built in 1950 to Frank Demmert of Klawock, Alaska. Foss originally acquired the "*John A*" when they took over the Brix Maritime fleet of tugs and barges sellers operating primarily on the Columbia River.

McKeil Marine of Ontario, Canada has purchased the 1,100BHP single screw tug "*Otis Wack*" from Fundy Gypsum of Nova Scotia, Canada. Tug was immediately placed in Buyer's fleet, and is working in Eastern Canada.

Newbuilding 700HP twin screw mooring launch / tug sold to foreign refinery / terminal on private and confidential terms. This is the second newbuilding for these clients arranged through Marcon.

### 1994

Newport Petroleum of California bareboat chartered from Tidewater Marine of New Orleans the 121' x 34', twin screw tug "*Mr. Fred*" for one year with options. "*Mr. Fred*" was built by Halter Marine in 1975. Main engines are Alco model 12-251C producing a total of 4,100BHP. Newport will employ the tug to tow their several barges including the 65,000 bbl. tank barge "*N-67*", which Marcon sold to them in 1993.

E. N. Bisso & Son, Inc. of New Orleans has sold the 1,700HP 97' twin screw tug "*Susan W*" (ex-*El Mulo Grande*) to Dominican buyers.

C & P Towing of Virginia Beach, VA sold the "*Gemini*" to Louisiana based buyers. The 75' boat was built in 1981 and is powered by twin GM12V149 diesels. This is the second C & P tug that Marcon brokered in the past 12 months.

### 1993

9,000 IHP/ 4,380BHP foreign flag twin screw tug on private and confidential terms.

D&V BOAT CO. of Seattle, WA sold the 3,000BHP tug "*Head Wind*" to Antone Sylvester Marine of San Luis Obispo, CA to be used as ship assist service in Morro Bay, CA area.

A U.S. Gulf operator leased, with option to purchase, the tug "*Libra*" from C&P Towing of Virginia Beach, Va. The 1,860BHP 82' x 26' tug was built by Brice in 1982 and is powered by twin GM16V149 engines. The tug will be used in conjunction with covered ocean deck barges in freight service between the Gulf and Caribbean ports.

Sause Bros. Ocean Towing of Coos Bay, OR sold the 1,500BHP tug "*Spartan*" to Antone Sylvester Tug Co. of San Luis Obispo, CA. Tug will be used to support an offshore tanker mooring facility at Morro Bay, CA.

Venezuelan buyers purchased the twin screw "*Cheryl Ann*" from Friendship Marine, of Harvey, LA. The 1,400BHP 75' tug was built in 1980. Tug will be renamed "*Sabine V*" and used in general oilfield towing services on Lake Maracaibo. This is the third tug Buyers purchased through Marcon.

### 1992

Chiquita Banana DBA Great White Fleet purchased from Powell Bros. Barge Terminal the 1,400BHP twin screw tug "*Sea Hawk*" for their shipdocking operations in Mexico. The 68' tug was built in 1980 for shallow water ops in the Caribbean and is powered by twin GM12V149 diesels.

Marine Supply C.A., Caracas purchased the 1,860BHP "*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.

Venezuelan buyers purchased the 65' triple screw 1,020BHP tug "*Marlena*" built '67 from S.C. Loveland of New Jersey for service in Lake Maracaibo. Tug will be delivered by mid-August.

1,800BHP tug and 5,600dwt ocean barge sold foreign on private and confidential terms.

2,875BHP tug and 5,590dwt ocean barge sold foreign on private and confidential terms.

# Marcon International, Inc.

## Tug Sales Report

### 1991

Remolques Gijoneses of Spain, who purchased the 1970 built 2,700BHP 107' single screw *"Lady Alma"* (ex-*Lady Sarah*) from Humber Tugs, Grimsby, UK last year purchased sister tug *"Lady Elsie"*.

Campbell Towing of Alaska purchased the U.S. flag 2,760BHP 106' twin screw tug *"Master"* (ex-*Mikioi*) from D&V Boat Co. of Seattle, WA.

Sabah Energy Corp. of Labuan, Malaysia chartered the 1984 built 2,700HP tractor/firefighting tugs *"Barakuda"* and *"Kurita"* to Amsbach of Singapore for tug assist at coal terminal.

Seacrest Towing of Virginia sold the 1,860BHP twin screw 90' tug *"CAPELLA"* built 1980 to Marine Supply C.A. of Venezuela. Tug was renamed *"Sabine II"*.

McAllister Bros. Towing of Charleston, SC sold the 3,600HP 100' tug *"YTM-543"* built 1945 to Gateway Terminals of New Haven, CT.

J.P. Knight International purchased the 3,800HP 136' pushboat *"K.R. Green"* built 1973 from Tennessee Valley Towing of Paducah, KY. A raised pilothouse providing a 50' height of eye was installed. Renamed *"Kamarang"*, the boat will push 10,000tdw bauxite barges in Guyana.

Island-Sea Marine, Ltd. of West Vancouver, BC purchased the single screw 116' 2,000HP *"Sir Roy Fidge"* from Geelong Port Services of Australia. Tug was renamed *"Aggressor"*.

### 1990

Inlet Towing of Seattle bareboat chartered the 100' 1,880BHP single screw/twin engine tug *"Nuka Bay"* from UNIMAR, also of Seattle. The tug, which was originally built in 1945 as a Navy tug, was rebuilt and repowered in '84 with two turbo-charged GM12V149TI's.

St. Marys Cement Company of Ontario purchased the integrated 7,200BHP 21,544LTDW tug / tank barge *"Canmar Sea Eagle"* / *"Canmar Shuttle"* from Canadian Marine Drilling of Calgary. Unit was delivered in Vancouver, BC after being frozen in Canadian Arctic. Barge is to be converted to a self-discharge cement barge fitted with a Kvaerner 1,200TPH Cargo Scooper system. Installation will be one of the most complex of its kind, involving two scraper systems in each of the two holds. Barge will also be fitted with a Kvaerner designed 61 meter discharge boom, which is the longest Cargo Scooper boom ordered to date.

Capt. Sharp of Papua New Guinea purchased the 1,000HP twin screw tug *"Nichi Haru Maru"* from Japanese Owners.

Canadian Marine Drilling of Calgary, Canada 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. Tug was renamed *"Baltic Amber"*.

Secunda Marine Service of Dartmouth, Nova Scotia purchased the 67 meter 16,000IHP ocean salvage tugs *"Salvor Commander"* and *"Salvor General"* (ex-*Abeille Normandie/Provence*) from Ocean Towing de Venezuela. Tugs were renamed *"Ryan Leet"* and *"Magdalen Sea"* respectively. Both vessels have been completely refurbished and main engines upgraded/repowered providing 11,000BHP.

Several other sales/charters were concluded on strictly private and confidential terms.

### 1989

Caribbean Towing Inc. of Madisonville, Louisiana sold the 3,600BHP, 136' x 32' x 17' tug *"Triton"* to Merce Transportation of Caledonia, Wisconsin. *"Triton"* was originally built as the ex- ATA style *"U.S.S. Tuscarora – YTB-341"* in December 1941 by Livingston Shipbuilding of Orange, Texas. She was sold by the U.S. Navy in 1978 and converted in two stages by Sam Ryniker of Caribbean Towing at Main Iron Works of Houma, Louisiana to serve as an ocean tug for operations in the Caribbean and along the South American coast. The first stage of the conversion in



# Marcon International, Inc.

## Tug Sales Report

1979 changed the raised foc'stle, single screw tug to twin screw. In 1985, the second stage consisted of fitting kort nozzles and new 108" x 98" 4-blade stainless steel props. "*Triton*" is powered by a pair of EMD 16-567B/C diesels with Haley 4.485:1 gears developing a total of 3,600BHP at 835RPM. Towing gear consists of an Almon Johnson single drum winch with a capacity of 2,600' of 2" wire. New owners intend to fix tug on charter to St. Marys Cement operating in the Great Lakes towing a cement barge. Caribbean Towing liked the results so much that he lined up another former U.S. Navy tug for a similar conversion by Main Iron Works. Marcon acted as sole broker.

Zidell Marine Group of Portland, Oregon sold their 170' x 48' x 9.5' ocean flat deck barge "*ZB-204*" to Underwater Construction, Inc. of Anchorage, Alaska for use as a combination construction / freight barge. The 948dwt barge was built in 1967 by Zidell for hauling heavy cargoes and point loads. She was fitted with a steel wear deck laid over 3" x 12" timbers over her 5/8" main deck. Barge was towed north by Underwater's "*new*" tug / utility boat "*Lori Ann*" which was purchased in Long Beach. After fitting a ramp, the barge has been hauling gravel from Dutch Harbor to Akutan in the Aleutian Islands. "*Lori Ann*" is a 60' x 22' x 9.6' twin screw tug built in 1972 by Zigler Shipyard in Mermentau, Louisiana and powered by twin Cummins KTA-1150 diesels total 900HP.

The 1976 built, 5,570BHP tug "*Union Four*" was sold by Union de Remorquage & de Sauvetage (URS) of Antwerp, Belgium to McAllister Towing and Transportation of New York. The 46.06m x 11.69m x 5.4m draft twin screw tug initially renamed "*Canadian Express*", then "*Traders Express*" and is now operated under the name "*Offshore Monarch*". She is powered by a pair of EMD 16-645E5 diesels driving fixed pitch props in nozzles through Reintjes gears. This provides a bollard pull of abt. 84 tonnes and a free running speed of abt. 14kn. Towing gear consists of a Brussels hydraulic double drum anchor handling winch with capacity for 900m of 56mm diameter wire on each drum. Four sister-tugs were initially built for URS by Jonker & Stans and Beliard Murdoch. Tug was purchased to tow paper barges between Camden, New Jersey and Breton Island, Nova Scotia in Canada and later redeployed towing container barges between southern ports of the U.S. and Port au Prince, Haiti in support of U.S. military peace-keeping operations. "*Union Four*" was one of three offshore 4,300 – 5,750BHP sold by URS through Marcon.

### 1988

Union de Remorquage & de Sauvetage of Antwerp, Belgium sold the 4,300BHP, twin screw "*Wrestler*" to Atlantic Towing, a division of Pacific Towing Ltd. of Vancouver, British Columbia. Tug was renamed "*Ocean Wrestler*" and, after a trip light from Northern Europe to the West Coast of Canada, has been working coastwise plus assisting in tow of an Iranian ship which lost power off the coast. The 51.85m x 10.7m "*Wrestler*" was built by Beliard Murdoch-Ostend of Belgium for Remorquage Letzer SA in 1972 and after working for Letzer / URS for approx. 17 years became surplus. Pacific Towing purchased the tug to tow tandem 7,100dwt newsprint barges between British Columbia and California. Marcon acted as sole broker. Unusual when compared to many European ocean deep-sea tugs, "*Wrestler*", like a number of other high horsepower tugs built for Letzer / URS in the 70's and early 80's, is powered by a pair of EMDs mated up to European variable pitch props. "*Wrestler*" was fitted with EMD 12-645E5 turbo-charged diesels producing 4,300BHP to Zeise variable pitch props in trainable kort nozzles. This gives her a bollard pull of about 60 tonnes, speed of abt. 13-14kn free running and range of abt. 9-10,000nm. Towing gear consists of two Brussels constant-tension, enclosed winches with 3,000' 2.25" wire and 2,000' 1.68" wire capacity, a bridle handling winch, hydraulic tow hook and hydraulic tow pins. Two 300m<sup>3</sup>/h fire pumps provide water to two fire monitors mounted on the aft mast. Accommodations include berths for 26 in 14 cabins, hospital, two mess rooms and saloon. She is classed BV I +Hull +Mach Tug, Unrestricted. One distinctive feature of the "*Wrestler*" is that she, along with a number of other URS tugs was traditionally fitted with either a BMW or Mercedes steering wheel (I forget which) instead of a "*normal*" wood or stainless steel ship's wheel. (She still has that same wheel today). Regardless of how she was steered, "*Wrestler*" was always recognized as a well-designed, well-built and well-maintained deep-sea ocean tug ideally suited for tows world-wide. She has always been one of Marcon's favorites. Her high bow and graceful sheer is easily recognizable in any port.

A lot of credit has to be given to the "*Wrestler's*" builders Beliard Murdoch, Union de Remorquage et Sauvetage and the Letzers for creating a beautiful vessel. URS was established in 1870, when captain Henri Gerling started with a fleet of six tugs on the river Scheldt under the name Remorquage à Hélice s.a. (S.à.R.H.), which was later allied in 1928 with S.A. Remorquage Letzer (established in 1923). In 1974 they merged into the URS Group. URS extended its activities beyond its traditional towing and salvage role on the Scheldt when it participated, from the very beginning, in the development of the North Sea oil fields, starting with the "*Groningen field*" in the late fifties, followed by the "*Ekofisk*" and "*Forties*" fields. "*Wrestler*" was one of the first of a large fleet of oceangoing tugs built, all showing distinctive high bow and fine lines.

# Marcon International, Inc.

## Tug Sales Report

Trinity Marine Group's Halter Marine has delivered the 3,900BHP, U.S. flag docking tug "*Chevron Richmond*" (Hull No. 1144) to Chevron USA, Inc. The new vessel is a twin screw tug with kort backing nozzles and flanking rudders, outfitted for harbor service, but with the capability of ocean towing service. Tug is 110' long with a 34' beam and 16' molded depth. She is powered by a pair of EMD 16-645E diesel, each developing 1,950BHP at 900RPM. The diesels drive two fixed pitch, four-blade 98" diameter stainless steel props through Reintjes reverse/reduction gears with a ratio of abt. 4:1. The props are placed in two 99" diameter Model 37 Kort nozzles recessed into the hull to minimize extending below the baseline. The four spade type flanking rudders each have an area of approx. 24ft<sup>2</sup>. Vessel is equipped with a hydraulic steering system with two control stations – one in the pilothouse and one aft on the second deck. Electrical power is provided by two 99kW generators driven by GM6-71 diesels. One of the generators also serves as prime-mover for the fire pump and 1,000gpm Elkhart fire monitor mounted on top of the pilothouse. Towing is provided by 23,000lb. and 18,000lb. pull McElroy capstans mounted fore and aft. Main deck includes living quarters for six, a galley and messroom. "*Chevron Richmond*" was built to comply with the rules and regulations of the American Bureau of Shipping +A1 Towing Service, +AMS and has an ABS International Load Line. Vessel can carry abt. 46,000g fuel, 7,000g potable water, 15,000g lube oil and 49,000g ballast. Marcon acted as broker in arranging the newbuilding.

The U.S. flag, 1,400BHP twin screw tug "*Bayou Babe*" was purchased by Great Point Towing of Nantucket, Mass. and renamed "*Wauwinet*". The 70' x 24' x 9.5' draft tug was built in 1979 by Rayco Shipbuilding and owned by Misener Marine Construction, Inc. of Tampa, Florida. The tug was powered by a pair of GM12V149 diesels with MG540 7:1 gears and 4-blade 72" x 62" props (open wheel). She was fitted with a single drum GM3-71 tow winch with a stall of 25,000lbs. Electrical power was provided by two 40kW / GM3-71 generators. Air conditioned and centrally heated accommodations were provided for six crew. Tug was located in Tampa, Florida at time of sale.

The 5,570BHP tug "*Union One*" built in 1975 was sold by Union de Remorquage & de Sauvetage of Antwerp to Klyne Winney of Lowestoft, U.K. and renamed "*Anglian Lady*". The 44.2m x 11.7m x 6m depth twin screw ocean tug was built by B.V. Scheepswerf Jonker & Stans and was one of four sister-tugs operated by URS. Tug was powered by two EMD 16-645E5s, each developing 2,875BHP driving fixed props in fixed kort nozzles through Reintjes gears. Towing & anchor handling was handled by a Bruxelles double drum winch of 200,000lbs. line pull and a Mampaey quick release tow hook with a safe working load of 98 tonnes. Bollard pull was abt. 84 tons. Marcon represented Sellers.

A Seattle-based 87' x 24' single screw ex-military DPC tug built in the mid-1940's powered with an EMD12-567 1,100HP diesel was sold to private buyers in Guatemala. Marcon acted as sole broker.

### 1986

The 3,900BHP U.S. flag tug "*Esteff S. Defelice*" was sold by Zapata Gulf Marine of Houston, Texas to D&V Boats of Seattle, Washington. The ABS classed "*Esteff*", renamed "*Hunter D*" after purchase, is a 140' x 34' x 17' raised-foc'stle bow tug built in 1971 by Halter Marine of New Orleans and powered by a pair of EMD 16-645E2 diesels totaling 3,900BHP with Falk 4:1 gears and 110" x 58" 5-blade stainless steel props. The tug's high fuel capacity of 177,790g was considered important for coastal operations in the Pacific Northwest. Bollard pull is abt. 57 tons. Tug was located in the U.S. Gulf at the time of purchase and mobilized to Seattle by new Owners.

Alaska Tug and Salvage of Kodiak, Alaska bareboat chartered the 4,400BHP twin screw tug "*E.B. McNaughton*" from Hilo Transportation of Hawaii. The 121.5' x 34.2' x 17.5' depth "*E.B. McNaughton*" had been purpose-built for Hilo Transportation in 1970 by Gulfport Shipbuilding of Port Arthur to tow their 15,999dwt self-discharge bulk urea barge "*Hawaii*" (later sold by Marcon) between the U.S. mainland and Hawaii. Also bare-boat chartered at the same time was the 300' x 90' x 20', ABS classed, 9,535dwt, ocean container barge "*Alaska Enterprise*", which had only been built two years earlier by Gulf Coast Fabrication of Pass Christian, Mississippi. After a trip from Seattle, Washington to Busan, Korea via the Port of Dutch Harbor, Alaska, both units provided a feeder-container service to Sea-Land Shipping. Both units were located in Puget Sound at the time of delivery. Marcon acted as sole broker in the charter and later sold the "*E.B. McNaughton*" twice.

### 1985

Tidewater Sand and Gravel of Oakland, California has sold their U.S. flag 75' x 24' x 10', 1,200BHP twin screw tug "*Gulf Emerald*" to American Workboats of Honolulu, Hawaii. Tug was originally built by Service Machine of Amelia, Louisiana in 1973 and powered by twin GM16V92s, Twin Disc 527 5.1:1 gears and 64" x 48" 4-blade stainless steel

# **Marcon International, Inc.**

## **Tug Sales Report**

props. Tow winch is a Smatco single drum winch with a capacity of 1,600' of 1.25" wire. Tug was renamed "*American Emerald*" after purchase.

Lee Cowan of Ward Cove, Alaska has purchased the 54' x 16' x 5' single screw, steel tug "*Peter J*" from Knappton Maritime Corp. of Portland, Alaska. The tug was built in 1953 by Albina Engine & Machine Works of Portland, Oregon for towing logs on the Columbia River. "*Peter J*" is powered with a single Murphy MPVD 6-cylinder 404HP diesel driving a 48" x 38" 3-blade steel prop through a MG512 3:1 gear. Tow winch is driven by a PTO off the main engine and has a capacity for 800' of 1" wire. She is also fitted with Beebe manual winches fore and aft. Renamed "*Batman*", the vessel is being rebuilt with a new pilothouse.