Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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Marcon Inland River Pushboat Sales & Charters

We are pleased to report the following pushboat and inland river equipment sales and charters we have been involved since Marcon's first sale in 1983. To date, Marcon has sold or chartered 37 pushboats totalling 83,780BHP, 64 inland tank barges totaling over 1,047,648BBL and 111 inland hopper barges totaling over 171,006dwt, out of a total 1,581 vessels and barges sold or chartered.

2023

Marcon closed on the private sale of a 1968 built, 111' x 33', 3,000BHP inland river towboat between U.S. clients. The welded steel towboat features a two-level deck house with a 39' height of eye raised pilot house atop a steel tower.

2019

A 16,574bbl, double-hull inland tank barge has been sold by U.S. Gulf Coast sellers to U.S. Great Lakes buyers. The 195.0' x 50.0' x 9.4' depth barge was built in 1981 by St. Louis Ship Division of Pott Industries. The barge has a raised cargo trunk, with six externally-framed main cargo tanks, three wing voids, a raked bow and boxed stern. Barge is U.S. Coast Guard certified to carry Grade A and Lower cargoes on Lakes, Bays & Sounds and is fitted with a 4,000bbl/hr Blackmer deep well cargo pump driven by a GM6-71 diesel. Marcon acted as sole broker in the transaction, and has handled numerous purchases over the years on behalf of the buyer. Since we opened our doors in 1981, Marcon has brokered 102 ocean and 64 inland tank barges totaling respectively 8,174,967bbls and 1,047,648bbls capacity.

2016

Marcon International Inc. is pleased to announce the private sale of a U.S. flag; twin screw coastal / inland pusher tug between U.S. West Coast operators. She was built in 1970 by Hudson Marine in Seward, Alaska, measuring 76' loa x 23' beam x 7' depth. Vessel has capacities for 25,000g fuel, 110g lube oil, and 5,000g fresh water. Vessel was repowered with twin Cummins QSK19-M main engines producing 1,320BHP at 1,800RPM, driving twin fixed pitch propellers through ZF W2400R 5.04:1 reverse reduction gears. Boat is fitted with two 25T hydraulic Beebe winches aft with wire capacity of 950'/800' of 1-1/8" wire plus two hydraulic Gearmatic bow winches and capable of pushing 4,000 ton rock and 4,500 ton chip barges plus tending dredging projects. Her elevated wheelhouse provides the operator with excellent vision. All four hydraulic winches can be operated from both the upper and lower wheelhouses. Marcon acted as sole broker in the transaction and has handled a number of sales and purchases for both buyer and seller in the past.

2015

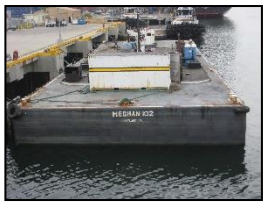
Riverview Equipment, LLC of Petaluma, California has sold its inland pusher tug "*Cassie Lind*" to private interests for re-powering and refurbishment to be further employed in the new Owner's inland service. The ex-"*Anna Foss*", ex-"*American River*" was originally built by Colberg Boat Works of Stockton, California in 1961 and measures 65' length overall x 26' beam x 8' depth of hull. The vessel is a combination pusher / towing vessel which is designed with a model bow, flat bottom, and straight sides. She was designed for towing and pushing with push knees forward and a three level deck house which allows for a good height of eye in the pushing mode. She is also fitted with a Nautican fixed kort nozzle system, installed by a former Owner in 2012, with 64" x 62" wheels, and triple rudders for excellent focus of thrust, and good

maneuverability in tight quarters. Previously powered with twin CAT main engines totaling 1,700BHP, she was sold as a straight hull without any machinery, and towed to her new home by her new Owner for refitting / refurbishment. Marcon acted as sole broker in the sale and has handled a number of sales and purchases for both Buyer and Seller in the past.

2014

A single side / double bottom, 43,000BBL capacity, U.S. flag inland tank barge has been committed on a long term lease purchase for alternate service out of petroleum trade. The 285.0' x 60.0' x 18.4' barge was originally built in 1963 by Zigler Shipyard Inc. of Mermentau, Louisiana as an ABS classed oil barge for coastal service and sold through Marcon to present Owners in 1992. Marcon acted as sole broker in this latest transaction and handled numerous sales and purchases for both parties over the years. Marcon has sold or chartered 149 tank barges with an aggregate capacity of 7,669,150BBL over the last 33 years.

Westoil Marine Services Inc. has sold their single-hull, U.S. flag, 10,000bbl capacity inland tank barge *"Meghan 102"* (ex-*Phoenix 102, Hull 91*) to private U.S. West Coast buyers. Built in 1980 by C&M Shipbuilding of Orange, Texas, the 145.0' long x 50.0' wide x 9.5' deep barge has six cargo tanks fitted with heating coils, two Byron Jackson 8" deepwell cargo pumps, internal cargo piping, hydraulic hose handling boom and a 12kW Lister generator. The 1,140tdw barge is U.S. Coast Guard Certified to carry Grade *"D"* and lower petroleum products, but her OPA'90 retirement date is coming due the end of this year. With her 7/16" hull, relative wide beam to length ratio, shallow draft and single raised rake, the barge was an excellent candidate for conversion to alternate non-liquid service. The barge has been cleaned and delivered to the new owner who intends to convert her. This is just one of several successful sale and purchase transactions that Marcon has been involved in with both the buyer and seller over many years, and the second time Marcon has been involved in the sale and delivery of this barge – the first being in the early 1980s when this barge and her sister were brought around from the U.S. Gulf to the Pacific Northwest. Marcon acted sole broker in this transaction.



2012

Two 260.0' x 52.5' x 12.0' depth inland, sister hopper barges were sold by Stevens Towing Company of Edenton, North Carolina to Virginia buyers. The 3,100 long ton deadweight capacity hoppers *"SJ-208"* and *"SJ-213"* are *"super-jumbo"* barges originally built in 1984 by Jeffboat, Inc. of Jeffersonville, Indiana, with a single bow rake and square stern for Seminole Electric to carry coal. Their single 224.5' x 39' open hold has a cubic capacity of about 127,660cft. Stevens regularly employed the barges in hauling coal, scrap metal, finished steel, woodchips and other similar bulk commodities, breakbulk and over-dimensional cargoes. Marcon acted as the sole broker in the sale.

2011

The 79 year old, 1,700BHP twin screw inland river push tug *"Noydena"* was sold by Tidewater Barge Lines Inc. of Vancouver, Washington to JT Marine Inc., also of Vancouver. *"Noydena"* was built as the model bow tug *"Jenny Barber"* in 1932 by Canulette Shipbuilding, Inc. in Slidell, Louisiana and powered by twin 350HP Atlas-Imperial diesels. Shortly after her construction, the original owner went broke and the engine company took possession of the vessel, selling her to Western Transportation Company of Portland, Oregon in 1934. The tug was renamed *"Chief"* by Western Transportation, and promptly set sail on her own bottom from the Gulf of Mexico to the Columbia River in the Pacific Northwest. After 27 years working under Western's ownership, she was bought by Arrow Tug & Barge Company of Astoria and renamed *"Arrow No. 4".* Knappton Towboat Company of Portland purchased her from Arrow in

1962, renaming her *"Noydena"*, the name she sailed under for the next 49 years. Knappton rebuilt the stern and repowered the tug with two 565HP Caterpillar diesels. In October 1969, she sank in a late night accident when the 300' barge the tug was towing capsized at Chapman's Landing on the river. The barge, heavily laden with gravel, apparently struck the bank at a sharp turn in the channel causing the load to shift and barge to capsize. *"Noydena's"* crew luckily escaped injury, however the tug's upper works were demolished.

Knappton raised and completely rebuilt the vessel with a new all steel superstructure and elevated pilothouse in 1970, and traded her under their distinctive colors of gray hulls, white houses and trademark black *"K"* on the stacks until the company itself was sold in the 1990s. Since 1934, *"Noydena"* has worked consistently on the Columbia River system and she looks like she is ready to continue putting in more years of service. *"Noydena"*, now renamed *"Stacy T"*, measures about 100' length overall with a 24.0' beam and a 5.9' depth of hull. She is currently powered by a pair of CAT D398 diesels. Towing gear consists of single drum main tow winch and two electric barge make-up winches aft plus three electric barge winches at bow. Accommodations consist of five crew cabins and a full galley. Although out of service for several years at the time of her sale, she is in good condition for her age. Marcon acted as the sole and exclusive broker in the transaction.

The U.S. flag, inland river pushboat *"Kristin Lee Hannah"* (ex-*David E*, *Cheri Conway*, *Clark Frame*, *Carrie S*, *Inwaco*) was sold by creditors to private buyers. The 111.7' x 35.0' x 8.25' depth towboat was originally built in 1953 by Sturgeon Bay Shipbuilding & Drydock in Sturgeon Bay, Wisconsin for Federal Barge Lines of St. Louis, Missouri and rebuilt by later owners both in 1968 and 1998 with significant upgrading in 2003. The *"Kristin Lee Hannah"* is powered by a pair of EMD 16-567Cs totaling 3,200BHP which were installed in 1968. She has Falk LST 2.48:1 gears and 4-blade stainless steel props on 8" shafts, two steering and four flanking rudders. The boat is also fitted with a retractable pilothouse with 17.5' of lift and push knees both fore and aft. Accommodations are provided for nine crew. Most of the *"Kristin Lee Hannah's"* service was in fresh water, last pushing four large tank barges on the Lower and Upper Arkansas and Tennessee Rivers. New buyers will likely rebuild her following years of sitting idle. She will continue under U.S. flag. Marcon acted as sole broker in the transaction. *"Kristen Lee Hannah"* was the last of the 18 vessels and barges from the Hannah Marine fleet sold at U.S. Marshal's sales 2009-10.

The two sister inland tank barges *"MGM 601"* and *"MGM 602*" were sold by Martin Gas to an affiliate of Nucor Steel, who will convert them both to deck service and utilize them for terminal work at a facility on the Lower Mississippi River. The single-skin, ex-crude oil barges were built in 1978 at Acadian Shipyard, Forked Island, LA. Barge dimensions are: 290.1' loa x 50.1' beam, 11.9' depth. The barges were constructed with flat decks with no raised trunks, and the hulls were built to ABS Near Coastal specifications, and are expected to make good conversion candidates. Marcon served as the sole broker.

2010

Ingram Barge Company has purchased 92 barges, including 17 tank barges with 10,000 barrel capacity, 62 jumbo covered hopper barges with fiber lift covers, and 13 jumbo open hopper barges from an affiliate of Ospraie Special Opportunities Fund. All of the acquired barges were built between 2004 and 2008.

"This acquisition represents another significant investment in the marine industry on the part of Ingram Barge Company," said Craig Philip, Ingram Barge's Chief Executive Officer. *"These 92 nearly-new barges will enhance our ability to provide dry-cargo and tank barge transportation services to our growing customer base,"* Mr. Philip noted. Ingram's plans for the tank barges include deployment for use in a variety of liquid trades and plans for the hopper barges include deployment in the grain, utility, and various other dry cargo trades. *"This strategic acquisition will further enhance Ingram Barge Company's position as the nation's largest inland barge transportation company,"* Mr. Philip added.

Marcon International, Inc.

Inland River Pushboat Sales Report

Ingram Barge Company is the leading carrier on America's inland waterways. Ingram operates a fleet of more than 100 line haul towboats and over 4,000 barges to transport coal, aggregates, grain, fertilizer, ores, alloys, steel products and chemicals. Ingram Materials operates a sand and gravel dredging and distribution enterprise serving Tennessee markets. Custom Fuel Services operates 11 floating fueling stations on the Mississippi and Ohio River Systems and provides marine fuels, lubricants, and other miscellaneous services to towboats, barges, stevedoring rigs, and ships. In addition, Ingram owns a ship anchorage in Louisiana and several bulk commodities terminals. For more information, please visit www.ingrambarge.com. Ospraie Special Opportunities Fund is an investment fund affiliate of Ospraie Management, LLC, which is located in New York City. Marcon International, Inc. of Coupeville, Washington, representing Ospraie Management, LLC, acted as sole broker in the sale.

A private party purchased the 26,337BBL inland tank barge *"HMC-510"* for scrapping purposes. The 295' x 54' x 12' barge was built in 1970 by Jeffboat of Jeffersonville, IN. She was formerly in the asphalt and No. 6 oil trade. She last operated in the U.S. Great Lakes area.

2009

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 18th 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.

A U.S. flag, 55' x 22' x 8.6' inland river pushboat 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. Marcon acted as sole broker in the transaction.

2008

Purvis Marine Ltd. of Sault Ste Marie, Ontario, Canada has purchased the U.S. flag, 260' x 52.5' x 12' super-jumbo hopper barge *"MVBS 206"* (ex- *SJ206*) from TPG Mt Vernon Marine LLC of Indianapolis, Indiana. Built in 1984 at Jeffboat, Inc. of Jeffersonville, Indiana, the steel constructed hopper barge has a single forward rake and square stern with eight compartments. The 3,100dwt barge has a 48' high steel coaming and cap surrounding the single open 127,660cft hopper. Barge was in very good condition for her age and service and most recently used as a receiver barge. She operated in the U.S. River system for most of her life. The new owner intends to re-flag the barge to Canadian registry and move her north to the Canadian Great Lakes to be used in construction projects. This is the third barge sold to this Buyer this year and first sale from this Seller. Marcon acted as Buyer's broker.

Brusco Tug and Barge of Longview, Washington sold their U.S. flag, inland dump barge *"Mud Pup"* to Pacific & Marine LP of Seattle, WA. Built in 1952 in Astoria, OR, to very stout standards, the 122' x 35' x 10' x 2'10" dump barge has a capacity of about 700m3. Presently located in Sacramento, CA, the 5 bin, bottom dump scow has been in use in Northern California for many years on various construction projects. The new owner is having the barge towed north to Puget Sound for use in his marine construction business. This is the first sale to this Buyer. Marcon acted as sole broker in the transaction.

Marcon International, Inc.

Inland River Pushboat Sales Report

Marcon International, Inc. is pleased to announce the newbuilding delivery of a second 1,200BHP inland river push boat for the same Buyers as in 2007. The first 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 second vessel was recently delivered to the same Buyers. This 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 1,200BHP @ 1,800RPM. 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 ½" 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.

2007

The two sister inland river pushboats *"Captain Jimmy"* (ex- *Gwen Anne*, *Buzzard*, *Mrs. Chips*) and *"Captain Tuck"* (ex- *Captain Dave*, *Sugar Daddy*, *Mr. Chips*) were sold by Hanover Towing Inc. of Wilmington, NC to McBride River Services LLC of Kentucky on private terms. The 900BHP pushboats were originally built by Jeffboat Inc at Jeffersonville, Indiana in 1965, and were commissioned by Gulf Atlantic Towing Corporation. The pair was sold to Allied Towing in 1972 and Hanover purchased them in 1975. The 58.3' registered length vessels are powered by twin Cummins KT1150M diesels driving two 60" x 50" 4-blade stainless steel blades. Immediately after closing the sale, both pushboats were mobilized from North Carolina to the Mid West region to commence a charter. Marcon acted as sole broker in the transaction.

Marcon International, Inc. is pleased to announce the newbuilding delivery of a 1,200BHP inland river push boat. 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 1,200BHP @ 1,800RPM. 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 ½" 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.

2006

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 @ 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.

Marcon International is pleased to report the *"en-bloc"* sale of four 195' x 35' x 11' inland, open top, hopper barges from Bean Excavation LLC of New Orleans, LA to Riverview Equipment Co. of Petaluma, CA. The US flag barges are all sisters, built at Jeffboat Inc. of Jeffersonville, IN in 1980 and 1981. Each barge has about 2,600 cubic yard capacity at about 9.5' of draft. The barges were brought around from the US Gulf a few years ago and used in a federally funded clean up project in Tacoma, WA. The new Owner is expected to promptly tow the barges to San Francisco Bay where they have immediate work awaiting. This is Marcon's third sale to this US Buyer in the last few years. Marcon acted as sole Broker in the transaction.

Marcon International, Inc.

Inland River Pushboat Sales Report

Bean Excavation LLC of New Orleans, LA is pleased to report the sale of a 97' x 35' x 11.2' inland, open top, hopper barge to Fraser River Pile and Dredge Ltd of New Westminster, BC Canada. The barge was built in 1972 at Equitable Shipyard in New Orleans, LA. She has a capacity of about 1,100 cubic yards. The barge was brought around from the US GoM a few years ago and used in a clean-up project in Tacoma, WA. The barge is being towed promptly back to the Sellers facility in Canada were she will under go some refurbishment before being used as a containment barge for a project in the Fraser River. This is Marcon's second sale to this Canadian Buyer in the last year and the second sale from the Seller this month. Marcon acted as sole Broker in the transaction.

Harrison Dock Builders of Harrison, Idaho have purchased the tug "*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 all welded steel in 1951 at Thompson Metal Fabricators in Portland, OR and a rebuild in 2004 included addition of 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 stem with port and starboard mounted wire winches. Power provided by 2 x GM 6-71s she has worked inland rivers and the Homer's harbor for the last several years. The new Owner is making plans to ship the vessel overland back to Idaho to work in Coeur d'Alene Lake and her inland river system. This is the third vessel sold to this same Buyer. Marcon acted as the sole broker in this 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 D398s 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.

2003

The Port of Astoria, Oregon is pleased to announce the sale of the *"Impala"*, a 1953, 680HP twin screw pushboat built by National Steel of San Diego for the U.S. Navy. The 59'6" x 22' x 8' vessel had spent most of her time tied up in fresh water at the Owner's dock but was used sparingly by the Port supporting the local dredge project and once a year towing the 4th of July fireworks barge. The port delivered the vessel for the new Owner, Riverview Equipment Company LLC of Petaluma, California, to their Company dock North of San Francisco. The vessel will be employed in the Bay area to support their various marine construction projects.

2002

International Drilling & Marine Works, Ltd. of London, have purchased the lugger style, utility pushboat "*Anna S"* (ex- *Hawg)* from Florida owners who employed her around the Port of West Palm Beach. Vessel was fitted with two turbo-charged GM8V71's for a total of 800HP and fitted with a 9T hydraulic crane. The twin screw 60' x 15.5', 1998 built boat was delivered from Florida to New Orleans for load out aboard a Jumbo ship along with several other small pushboats and barges all bound for Nigeria. Marcon was sole broker in the sale.

2001

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 GM12V71TIs total 1,200BHP plus three 200-210' deck barges. The units were all sold *"en-bloc"* and will be employed in the aggregate trade in the Pacific Northwest. Marcon acted as the sole broker in the sale.

Marcon International, Inc.

Inland River Pushboat Sales Report

1999

Crowley Marine Services has sold their Inland Tank Barge *"Barge 15"* (built 1951 / 30,000 BBL. / 250' x 46' x 18') to Mexican buyers. The barge had served for the last several decades transporting Molasses locally in Southern California.

1998

Seariver Maritime, Inc, Houston sold the towboat *"S/R Louisville"* (ex- *Exxon Louisville*) to Parker Towing, Inc of Tuscaloosa, AL. The vessel was built by Hillman Barge Co., PA in 1976. Dimensions are 120' x 34'. Main engines are two Fairbanks-Morse 38D 1/8, producing total 3,300BHP.

Marquette Transportation Co. sold the 3,200BHP *"K.L.J. Erickson"* to a subsidiary of Ultrapetrol (Bahamas), who will employ the vessel on the Argentine rivers. The 140' x 35' boat was built in 1954 and repowered with EMD16-645E2 engines with Korts in 1996. The boat has been working the Upper River Mississippi River for the past couple of years. Buyers will ship the boat south aboard a submersible barge. This is the 2nd boat sold by Marquette to the same buyer brokered by Marcon Int'l. The 1st being the "*Cristina Eckstein"* which was sold in 1995.

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 CATD348TAs from Marine Management, Ltd., Newfoundland for service in the Caribbean and northern 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.

P&H Tugboat Co. Port Huron, MI has sold the 99' x 30', triple screw towboat, *"Kodiak"* to Compagnie Ligerienne De Transport, Nantes, France. The 2,550HP CAT powered boat, propelled through Murray & Tregurtha outdrives, was designed to push 5,000dwt railcar barges in ice and strong current conditions on St. Claire River and Lake. New owner will use the boat in St Nazaire at the mouth of the Loire working coal barges. The tug was shipped from Detroit aboard the Mammoet heavy lift ship *"Happy Rover"*.

Pacific Pile Driving, Ltd., Sydney, BC has purchased the 2,400BBL inland tank/deck barge *"Orca No. 2"* (built 1959 in Portland, OR, 100'x30'x7.2' depth) from Crowley Marine Services. Marcon acted as sole and exclusive broker in the sale.

1997

Crowley Marine Services, Seattle, WA has sold the 885BBL. self-propelled inland tank barge *"Cinnabar"* (94' x 22' x 4', Blt. '54 with 1 x GM8V-71), the Inland towboat *"Tanana Chief"* (64' x 29', Blt. '66, 4 x GM6-71 with 660HP) to Canadian Buyers on private and confidential terms. Marcon acted as sole broker in this transaction.

Crowley Marine Services of Seattle, WA sold their 19,000BBL 200' x 50' inland tank barge *"PS-206"* which was built in 1966 to Rasmussen Equipment Co. of Seattle, WA. Buyers intend to convert the barge to an inland deck / crane barge to be used in the marine construction industry. Marcon acted as sole broker in the sale.

Crowley Marine Services, Seattle, WA has sold the inland bunker barge "*Barge 2"* to Bunkers Santo Domingo, of the Dominican Republic. Buyers took delivery of the barge in San Juan, P. R., and plan to tow her to D. R. for use in bunker service. The 11,117 BBL. capacity barge is 50 years old. Her dimensions are 218'x 35'x11'.

1996

Salt River Construction Co. of Tiburon, CA has purchased the 54' Push Boat *"Brandy Bar"* from Hayden Investment Corp. of Portland, OR. The 675HP vessel will be delivered under its own power to the San Francisco Bay area where the new owners will use the vessel in their marine construction operations. Marcon acted as sole broker in the sale.

Marcon International, Inc.

Inland River Pushboat Sales Report

Two inland river pushboats were sold by from Brent Transportation of Greenville, Mississippi to Tidewater Barge Lines, Vancouver, Washington. The vessels *"Ruth Brent"* (110', 3,000BHP, built Greenville in 1966) and the *"Jesse Brent"* (120', 4,300BHP, built Greenville 1968) were purchased *"en-bloc"* for service on the Columbia River in Oregon. The purchase of these two vessels are an integral part of Tidewater's US $30 million fleet and US $4 million Pasco, Washington terminal expansion. Other recent activity by Tidewater Barge Lines includes the newbuilding of four double skin 65,000BBL 274' x 82' tank barges with the last of the series to be launched sometime in early-mid 1997. The two pushboats are now at Bollinger's Quick Repair Yard in Harvey, Louisiana being modified and refurbished for their service on the Columbia River and readied for dry-tow on the 230' U.S. flag submersible ocean deck barge *"Robert W"*. Seaway Transportation of Alameda, California will be sailing from the West Coast within the next couple of weeks with their 1,500HP tug *"Southern Cross"* for New Orleans where they will perform the load-out. They are expected to arrive back on the West Coast with the boats the Summer of '96 after transiting the Panama Canal. Marcon acted as sole broker in this transaction.

Salmon Bay Barge Lines of Seattle, WA bought the inland tank barge *"No 12"* from Crowley Marine Services, of Oakland, CA. The 26,000BBL capacity barge is coiled for steam, and was in black oil service for many years on the U.S. West Coast. New owners will utilize the barge in the molasses trade mainly in San Francisco bay area. Marcon acted as sole broker in the sale.

1995

Fletcher General Construction, Inc. of Seattle, WA has purchased the inland pusher tug *"Sea Horse"* from Mid-Cal Construction, Inc. of Tracy, CA. The 1988 built, truckable, twin screw, 25' pusher is driven by 2 - GM6-71 diesel engines. Fletcher/ General will utilize the boat in supporting construction activity on Lake Shasta. Marcon acted as sole broker.

Orgulf Transportation, Cincinnati, Ohio has sold the M/V *"John D. Geary"* to Marquette Transportation Co. of Paducah, KY. The towboat was built by St. Louis Ship in 1975 and is driven by 2 - EMD20-645E7B engines producing 7,200BHP at 900RPM. The vessels registered dimensions are 167.2' x 46.65' x 11.2' depth of hull. New owners have renamed the vessel *"Marquette Warrior"* Marcon acted as sole and exclusive broker in the sale.

Bernert Barge Lines of Oregon City, OR has purchased the 27,000BBL inland tank barge *"Orange"* (254' x 54' x 12.3' depth, 1955, Portland, OR built) from Crowley Maritime for conversion to an inland deck barge. Barge will be utilized in new Owner's service on the Columbia River for materials/gravel service after being towed south from Puget Sound, WA. Marcon is exclusive broker representing Crowley Maritime in the sales of their surplus floating marine equipment.

Ingram Barge Co., Nashville, TN. has sold the inland river tank barge *"IB-906"* to American Milling Co. of St. Louis, MO. The 195' x 35' x 12' single skin barge has a capacity of 10,000BBL. New owners will use it for local movements of grain liquid by-product. Marcon acted as sole broker in the sale.

1994

Marquette Transportation Co., Inc. has sold its 3,900BHP push boat *"Cristina Eckstein"* to Cavalier Shipping Inc. for intended service in South America.

RTZ Mining Co. of Brazil purchased the 5,600BHP quadruple screw towboat *"Joe / Nut"* from the American Boat Co. of Alton, Illinois. The 162' x 45' shallow draft vessel was originally built by St. Louis Shipbuilding in 1956 as the *"Missouri"* and is powered by four EMD12-645E2 diesels. She will be shipped to South America by submersible barge or ship for service on the Parana and Plate Rivers pushing iron ore barges.

The KRS Corp. of Jackson, Mississippi has purchased the 3,375HP river towboat *"Yazoo"* from the American Boat Co. of Alto, IL. The *"Yazoo"* is a triple screw, shallow water boat driven by 3 CAT D398TA engines. She was built in 1955 in Vicksburg and lengthened from her original 90' to 108' in 1965. New owners will transport the vessel via submersible heavy-lift ship from New Orleans to the River Plate in Argentina for service on S. American Rivers.

Marcon International, Inc.

Inland River Pushboat Sales Report

Cenac Towing Co., Inc. has sold four inland tank barges (2-15,000BBL and 2-27,000BBL units) to Cavalier Shipping Inc. for intended service in South America.

Coastal Towing, Inc. of Houston, TX sold the two inland oil tank barges *"Coastal 3381"* and *"Coastal 3581"* (30,000BBL) to Latin America clients for operations in Argentina. The units (dirty service) will be placed into clean service in the inland river systems, and were transported via heavy-lift submersible ship out of New Orleans.

1993

Koch Gathering Systems, of St. James, LA. purchased from Delmar Marine, Pekin, IL the 1,700HP towboat *"Julie White"*. The 88' x 38' vessel was built by Dravo S/Y in 1980. She is powered by twin CATD398TA engines.

Bally Manufacturing of Chicago purchased the inland tank barges *"Patco 502"* and *"506"* from Port Arthur Towing of Port Arthur, TX. The 1974 built, single skin barges have a combined capacity of 51,000BBL and will be converted to a floating platform to support a casino.

1992

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

General Petroleum of Long Beach, CA purchased the 808BBL small inland tank barge *"Penmar I"* from Pacific Treatment Environmental Services of El Cajon. The barge will be used to transport and supply ships with lube oil in Long Beach Harbor.

Mar Kel, Inc. of Kentucky has sold the 195' 1964 built inland open hopper barges *"OFS 631"* and *"OFS-648"* to Diamond Services International of Morgan City, LA. Barges will be used in conjunction with a coastal dredging project on the Louisiana coast.

1991

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.

New York Marine of New Jersey purchased the 1,000HP 60' pushboat *"Lindsay"* from Weeks Marine of New York. *"Lindsay"* was built in 1959 in sections so she could be disassembled and transported by rail or truck. Now renamed *"Rachel Ann"*, she is used on the intracoastal waterway.

The Fredeman Estate of Lake Charles, LA has sold the 52' x 22' 1980 built pushboat *"Coot"* to McKinney Marine Inc. of Baton Rouge, LA. Main machinery had been removed after a fire.

MCM Construction of North Highlands, CA purchased a newbuilding 25' x 14' 330HP pushboat from Marine Inland Fabricators of Panama City, Florida. Boat was trucked to California where it will be used for bridge repair and construction on the Sacremento River.

Larose Towing of Larose, LA sold the 500HP 48' 1980 built pushboat *"Tra-Lin"* to Willbros Group of Tulsa, OK. Vessel will be used in conjunction with their Buyer's operations in Nigeria.

1990

The 4,800BHP 148' pushboat *"Southern King"*, by Naviera Chaco of Asunscion, Paraguay was delivered as dry cargo aboard the 442' submersible barge *"Goliath Atlantic"*. Barge also carried 12 inland 195' x 35' inland hoppers and two small pushboats for other operators. Previously sent to South America, as another dry tow, was the 120'x45' inland crane barge *"Big Mike",* which was sold by I.T.O. Corp. of New Orleans to Columbian buyers.

Alamo Intercoastal, associated with Alamo Lumber Co. of Victoria, TX bought the inland tank barges *"GIM 101", "GIM 103"* and *"Tampa"* from E & S Towing of Mississippi. Barges had been operated in petroleum service by Gulf Intracoastal and were converted to deck barges.

1989
The 120' x 33' x 10' inland tank barge *"KC-251"* was sold by Brix Maritime of Portland, Oregon to Action Cleaning of California. The 1942 built barge had a capacity for 5,000BBL in 6 tanks. Both sale and delivery were arranged by Marcon International as sole broker.

14,000BBL inland tank barge chartered from Tidewater Barge Lines of Vancouver, Washington into Valdez, Alaska on a four month contract working as a slop barge on the *"Exxon Valdez"* oil spill.

Naviera Chaco S.A. of Asuncion, Paraguay has purchased the 148' x 45', 4,800HP triple screw, inland river towboat *"Southern King"* from The Pillsbury Co. / East Side River Transportation, Inc. of Belleville, Illinois and homeported out of St. Louis, Missouri. The four-deck, U.S. flag pushboat is scheduled to be loaded on board a ship bound for Paraguay where it will tow grain barges on the River Plate. *"Southern King"* was built in 1969 by Marine Welding & Repair Works of Greenville, Mississippi and powered by three EMD 16-567BC main engines driving four-blade stainless steel open props. Vessel is fitted with rubber-faced push knees forward with air operated winches plus Beebe electric deck winches. Steering gear consists of six flanking and three main steering rudders. Electrical power is provided by a pair of 125kW Lima generators driven by GM6-71s. Marcon acted as sole broker in the purchase.

1987
The nation's largest offshore producer of sand and gravel recently received a boost when McCormack Aggregates placed its newly converted hopper dredge *"Sandy Hook"* into service. Operating in lower New York Bay between New York and New Jersey shores, the 290' hopper dredge is mining sand and gravel at the rate of abt. 800,000 cubic yards a year. The sand and gravel is transported 25 miles to McCormack Aggregates' plant at South Amboy, New Jersey. The company sells sand and gravel for concrete production, as well as fill sand for construction projects. McCormack's sand and gravel dredging operation, which helps maintain the federal ship channel into the New York / New Jersey harbor, has been underway since March 1985. But the company has not had its own dredge until now when McCormack Aggregates, a joint venture of 98 year old Great Lakes Dredge & Dock and McCormack Sand Company, acquired the 7,056dwt, 290' x 60' x 21' inland hopper barge *"Harold Smith",* which formerly transported petroleum coke between Norfolk and Philadelphia from Ohio River Corp. The delivery time for converting an existing barge at Southern Shipbuilding Corp. in Slidell, Louisiana was shorter than new construction. The extensive conversion of the 60' wide, 21' deep barge included adding dredging and generating equipment. Installed were two EMD12-645 diesels, each developing 1,500HP and 1,150kW of electrical power for operating the dredging equipment and on-board lighting. The barge, recently built in 1976 at Tampa, Florida, re-entered service as the *"Sandy Hook",* named for the New Jersey point of land off which the dredge operates. The mining operation is about five miles off the New York shore at a point where the Lower Bay converges with the Atlantic Ocean. During most of the year, McCormack's dredge is operating around the clock, seven days a week. On average, the barge makes 1.5 round trips per day between the dredging sites and the company's plant at South Amboy.

1986
260' x 48' x 15', 15,000BBL inland molasses barge sold on private terms.

1985
Zidell Marine Group of Portland, Oregon purchased two 145' x 50' x 9.5' single raked, inland tank barges Hulls *"84"* and *"90"* from Sneed's Shipbuilding of Orange, Texas. Both barges were built in 1980 by C&M Shipbuilding of Orange, Texas and have a capacity for 10,800BBL of petroleum in 6 single-skin tanks. Located in Texas at the time of purchase, Zidell loaded them on board a larger ocean barge enroute to the West for delivery Coast, renaming them *"Phoenix 101"* and *"Phoenix 102"* upon arrival. Marcon International represented the Buyers and Jim Brooks of Houston Barge & Boat Sales represented Sellers in the transaction.

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