

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

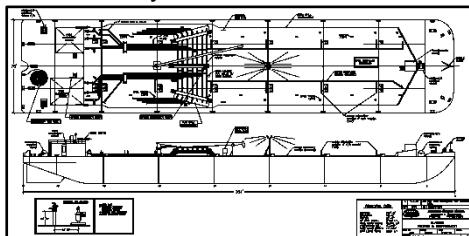
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31 December 2017

2017 Sales and Charters

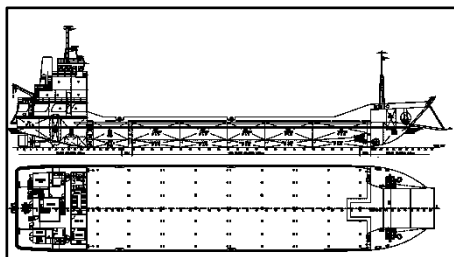
Marcon International is pleased to report sixteen sales and tows concluded to date this year. Several additional sales are pending. A 5,000+ HP twin screw tug continues to be fixed on previously arranged long-term charter.

As the last transaction of 2017, Marcon International brokered the sale of the U.S. flag ocean tank barge "Klamath" from Crowley Maritime of Seattle, Washington to U.S. Northwest private buyers. The 350.0' x 76.1' x 22.0' depth, single side / double bottom barge was built in 1990 as Hull 350-2 by Southern Oregon Marine of Coos Bay, Oregon for Sause Bros. Ocean Towing of Coos Bay, Oregon. Barge is classed ABS +A1 Tank Barge and U.S. Coast Guard Inspected for Grade "B" and lower petroleum products & chemicals. The 9,800ldwt barge was converted by Crowley in 2012 for oil spill response service and is capable of carrying abt. 76,900bbl liquid cargo in 21 tanks. Barge is fitted with six 11", 4-stage Byron Jackson, deepwell cargo pumps, four Intercon mooring winches, a hydraulic anchor windlass, Alaskan Marine 70' fixed boom hose crane and a 100kW / GM6-71



generator. New owners plan to convert the barge to alternate service. Marcon acted as sole broker in the transaction. Marcon has handled more than 100 sales and purchases for Crowley Maritime and numerous sales on behalf of the buyer. During 2017, Marcon brokered sales of three ocean tank barges totaling 203,900bbl capacity. Over the last 36 years, Marcon sold 93 ocean tank and 63 inland tank barges totaling 8,071,735bbls (abt. 1,153,000dwt). Another large ocean tank barge sale is expected to close shortly.

A 2,200dwt, Bureau Veritas classed landing craft was sold by Marcon on a private & confidential basis. The 78.1m x 16.0m x 4.8m, Wartsila Ship Design vessel was built in 2011 and suitable for carriage of 144 TEU containers on a 920m2 clear deck. Full load draft is about 3.5m at a displacement of 3,371 tonnes. The design features a classic cargo landing craft profile with a flat-bottom and long forward cargo deck with an aft superstructure and raised foc'stle with a 70 tonne capacity, 8m long x 6.5m wide bow ramp. A pair of bow anchor windlasses along with a 3.0 tonne



pull stern winch facilitate beach landings with the bow ramp allowing for rapid loading and unloading of cargo even at ports with limited facilities. Propulsion is provided by twin 1,119kW Cummins KTA-38M2 diesels developing a total of 2,700BHP at 2,050RPM through Twin Disc MG5321 4.96:1 gears to manganese bronze, 4-blade, fixed pitch props. This gives the vessel a maximum speed of abt. 12.3kn and economic full-load cruising speed of abt. 8kn on abt. 6 tonnes diesel per day. A fuel capacity of abt. 496 tonnes allows for a range of over

7,200nm. Maneuverability is improved by a 350HP bow thruster. Electrical power is provided by three 150kW auxiliary Cummins NTA-855 and one 120kW emergency generators. The pilothouse is outfitted with a modern, primarily Furuno supplied, electronics package and all-round windows provide excellent 360 degree visibility. Air conditioned accommodations are provided for up to 18 crew in 10 cabins. Marcon acted as sole broker.



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Celebrating 36 years as Brokers from 1981 to 2017.

Marcon International, Inc.

Sale & Charter Report – 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-

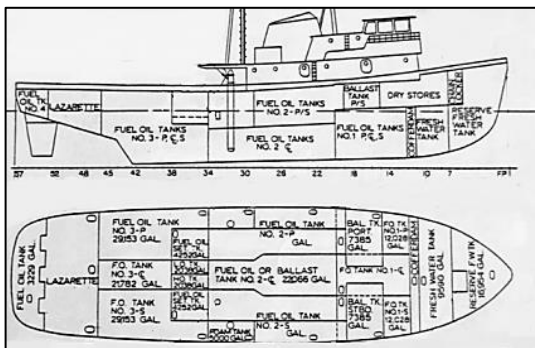
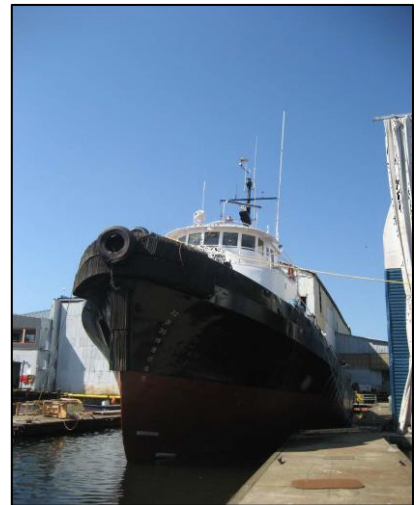
645E2s, Lufkin 4.128:1 gears and 103" x 82" five blade fixed pitch props is set up for ocean towing, barge handling and salvage work. Towing gear consists of a Markey TDSD-32 double drum winch with a capacity for two 2,300' 2" wires and a stern roller. "Simone" is now heading light back to the U.S. Gulf and open for towing opportunities any direction. Marcon has previously fixed numerous tows with TradeWinds including two 5,000 plus nautical mile tows from the U.S. West to the U.S. Northeast Coast. Please contact Marcon for a quote. Over the last 36 years, Marcon has sold or fixed a total 1,023,407HP in tugs.



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.



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Sale & Charter Report – 2017

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.



A U.S. flag, single-hull, 45,000bbl tank barge was sold on a private & confidential basis. The barge measures 300.0' x 56.0' x 21.5' depth and was built in 1971 by Gretna Machine & Iron Works of Harvey, Louisiana for petroleum service on behalf of one of the oil majors. Barge was classed ABS +A1 Oil Tank Barge. The 6,153dwt barge is being converted to alternate service. Marcon was the sole broker.

Marcon International, Inc. is pleased to announce the private & confidential sale of a 166' U.S. flag offshore supply vessel between domestic buyer and seller. The 166' x 38' x 13' vessel was built in 1980 by Halter Marine, located in Moss Point, Mississippi. She is powered by twin turbo-charged GM 16V149TIs developing a total of 2,240 brake horsepower. Marcon acted a sole broker in the transaction and has represented both buyer & seller in previous transactions.



400' x 100' x 24', ABS ocean deck barge sold on a private & confidential basis. Marcon acted as sole broker and has handled several sales and purchases for both parties in the past.

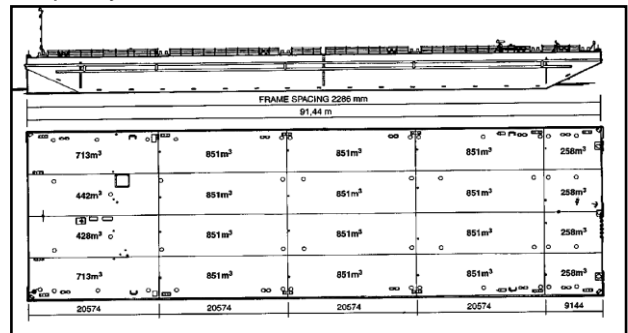


McKeil-Malaspina Ltd. of Burlington, Canada sold their 91.44m (300') x 27.43m (90') x 6.10m (20') ocean ballastable deck barge "MM-300" (ex-UR-108, *Goliat 11*, *ITM Belfast*) to foreign private buyers for a special project. The 9,694mt dw, Canadian-flagged, double raked barge was built in 1985 by Harland & Wolf Shipbuilders in Belfast, Ireland as Hull 3016. The barge is classed DnV / GL +1A1 Barge, dk(+) through February 2019. "MM-300" was heavily built with a 17mm deck, 15mt/m2 deck load, 169MT point load at bulkhead

crossing, 235MT at crossing of long'l bulkheads and has a tank capacity of abt. 13,875m3 ballast. Clear deck area was about 2,508m2. Barge last supported the KKC Hebron project in Bull Arm, Canada transporting solid ballast material between a transport vessel, onshore storage and deep water site plus transported heavy modules around the site. Keeping in the spirit of demonstrating the capacity of the barge "Ghost" we recently wrote about, "MM-300" can

carry the weight of about 1,762 African or 2,423 Asian elephants, although we cannot

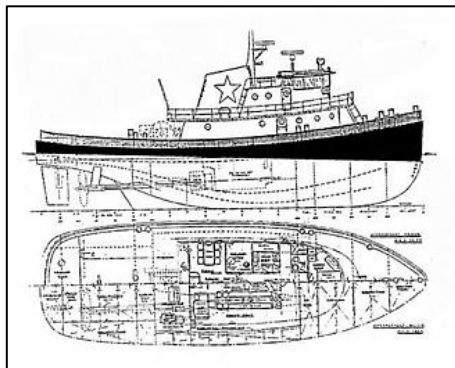
guarantee the clear deck space or wish to clean the decks afterwards. Marcon brokered numerous sales, purchases and charters for McKeil Marine over the years, the first being another 300' x 90', ex-North Sea ocean deck barge we sold both to and later from them over 20 years ago. Marcon over the last 37 years brokered 149 ocean deck barges totaling 906,345dwt.



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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 (drawing left), 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



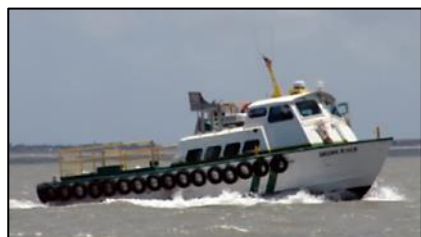
Panama Canal in mind, with 1/2” – 5/8” shell and bottom plate, a 1” x 4’ deep belt and displacing abt. 732 long tons at design draft. In any case, Hull 8006 was acquired by Allied Transportation Company of Norfolk, Virginia after construction and named “*Osprey*”. Sirius Maritime / Hawaiian Interisland 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 and has handled numerous previous transactions for both Buyer and Seller.



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



Brown Water Marine Services, Inc. of Rockport, Texas has sold their two U.S. flag, 42’ x 14’ x 6’ depth aluminum crewboats “*Brown Bayou*” (ex *Bluefin*) and “*Brown River*” (ex *Amberjack*) to Caribbean buyers on private terms. The boats were built in 1971 and 1972 by Gulf Craft, LLC of Patterson, Louisiana and certified to carry 15 passengers. Both boats were powered by twin GM6-71 diesels developing a total of 330BHP. Marcon International, Inc. acted as sole broker in the sale. Over the past 36 years Marcon has brokered a total of 106 crewboats worldwide ranging from 38’ to 145’ in length.

As the second sale, on the second working day of the New Year, Marcon International concluded the sale of single product, 128.2m, 12,682mtdw, ABS +A1 Ocean Unrestricted Service, double hull, hot oil tank barge built in 1979 in Louisiana on a private & confidential basis. Barge has a capacity for abt. 12,718.985m3 single product in 10 heated and coiled cargo tanks and capable of maintaining a maximum temperature of 350 deg. F. Barge is fitted with a



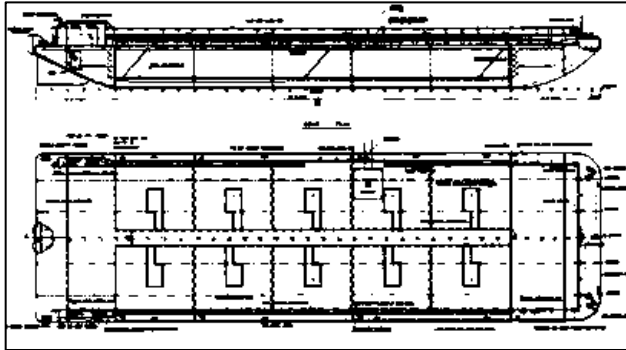
hose crane and two 4,000BPH deepwell cargo pumps. Marcon has brokered 154 inland and ocean tank barges with a total 7,949,835 barrels capacity (abt. 1,097,681mtdw) over the last 36 years.



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Sale & Charter Report – 2017

Marcon started out the New Year right with the sale of the ocean-going, combo deck / tank barge “PCC Provider” on 3rd January to Alaskan buyers. The 5,451mtdw, 250’ x 74’ x 19’ depth barge was specifically designed by Dixon Naval Architects and built in 1999 by CSC Jinling Shipyard in Nanjing, Jiangsu, China for transport of up to 6,200 short tons of limestone rock on deck and/or approx. 1,000,000 U.S. gallons of liquid slurry in 10



double-hull, cargo tanks with corrugated bulkheads, and fitted with agitator impellers, centerline piping and access tunnel. The double raked barge was heavily built with a 7/8” plate deck and 5/8” side & chine, and 3/8” bottom and fitted with twin towing skogs and a small push notch aft. The limestone rock was contained on

deck by a 2.438m high, 3/8” steel cargo box on three sides. The aft underdeck pump and machinery room contain two Goulds 800gpm electric cargo pumps and two 320kW generators driven by CAT 3406 diesels. “PCC Provider” is classed ABS +A1 Tank Barge Unrestricted Service, expiring 30 September 2018. While U.S. flag, the barge being foreign built, was not involved in U.S. Coastwise Trade. Marcon acted as sole broker in the transaction and has represented buyers in previous transactions. This was the 148th ocean deck barge totaling 896,651dwt brokered for sale or charter in the last 36 years.



In 2016, Marcon booked 19 sales and charters. Looking back over the past 36 years, we have averaged over 40 sales/charters per year. Since our first sale, Marcon has brokered a total of 1,426 vessels and barges sold or chartered. A full list is available on request.

