

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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2002 Sales and Charters

Gentlemen:

We are pleased to report the following sales and charters we have been involved with this year as shipbrokers. One additional vessel was sold under private and confidential terms.

Puget Sound Pilots has sold their 1974 built pilot boat 'Cascade' to The Undersea Company of Port Townsend, WA. The 48' x 15.7' x 6.7' vessel, powered with twin Cummins 903 diesels will be removed from service as a pilot vessel and converted to a launch vessel for a variety of uses. The vessel became surplus once Puget Sound Pilots had taken delivery of their second new pilot boat earlier this year. This is the second Pilot Vessel that Marcon has sold for Puget Sound Pilots in the last two years. Marcon acted as sole broker in this sales transaction.



The research vessel 'Sensor', the first vessel ever sold by Marcon back in 1983, and owned by Raytheon Company, has been resold to Hargett Marine of Lafayette, LA. The 136' x 36' x 10.5' vessel was originally built in 1956 as one of the first generation purpose built supply vessels by Harms & Smaihall Shipyard of Orange, TX. She is still powered with her twin turbo-charged Enterprise DMM 363TA's diesel engines producing a total of 1,000 BHP at 950 RPM. She has a large open 109' x 29' clear deck but has been outfitted with a 15 Ton A-frame, a 20 Ton straight boom hydraulic crane and a two ton "knuckle-boom" crane. Over the recent years she has primarily been used in the Seattle, Washington area to test and evaluate sonar products

manufactured by Raytheon for the U.S. Navy and commercial markets. The new owner plans to keep her positioned in the Pacific Northwest region and use her for sonar, seismic and research related business opportunities. Marcon acted as sole broker in the transaction. This is the second vessel Marcon has sold for Raytheon this year.

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Sales Report 2002

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



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

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



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Sales Report 2002

The ABS classed, dynamically positioned, construction bury / lay vessel 'Discovery' (ex "Holis Hedberg"-86) was sold to Diamond Services Corp. of Morgan City, Louisiana. The Panamanian registered vessel was originally built as an ice-classed, oceanographic research vessel in 1974 by Burrard Drydock in Vancouver, BC, Canada and lengthened by 40' in 1982. The vessel now measures 270' x 42' x 19' depth and is powered by two EMD 12-645E7's totaling 4300BHP. The vessel's DP systems consists of an A.S.K. 4000 JS Nautronix with 360 degree azimuthing thruster on the bow, a 360 degree stern thruster and main engines with split rudder. She also has an eight point mooring system, and quarters for 62 persons. The vessel has been used for pipeline jetting 2" – 60" dia. pipe to 10' below sea floor and fitted with a 12'x12' moonpool and 40" diameter coring well. Vessel was considered suitable for cable lay, coiled tubing lay, dive support, pipeline construction, coring, riser installation, etc. Founded in 1962 by Wallace Carline, Diamond Services Corporation specializes in dredging, pile driving, salvage work, fabrication, pipe rolling capability, and general oilfield construction. Diamond Services owns and operates three pipe barges capable of laying 2" to 48" diameter pipe with a scope of capabilities ranging from marsh canal laying of up to 48" diameter pipe to small size offshore laying and related services.



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



The 5,000tdw ocean deck barge 'Mikof Provider' has been sold to Island Tug and Barge Co. of Seattle, WA by Alaska Marine Lines also of Seattle. The 280' x 60' x 17' barge was originally built in 1969 by Todd Shipyard, Seattle, WA as the "Vanliner 280" and after converted and named "Foss 280" served first as the foundation of a 221 man camp for Prudhoe Bay operations in the Arctic and later housing personnel involved in the Exxon Oil Spill Cleanup.. She was sold by Foss in the early – mid'90's to Alaska Marine Lines who eventually removed the modular housing units and installed a new 7' high fence and concrete deck with steel "T" beams every 42" allowing the barge to trade again as a conventional flat deck barge. Island Tug and Barge Co. is renaming the barge "ITB-280" and will use her in aggregate service in the Puget Sound region. This is the fourth deck barge Marcon has sold Island Tug and Barge over the past three years.



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Sales Report 2002

The U.S. flag, ABS classed, 254' x 44' x 16', U.S. flag supply boat "Seacor Clipper" (ex-Nicor Clipper) has been sold by Seacor Marine of Houston, Texas to Aries Marine of Lafayette, Louisiana. The vessel was built 1983 for Nicor Marine Service, Inc. of New Orleans by Moss Point Marine, Inc. and originally designed as a 6,000 BHP, 214' anchor handling tug supplier, but before she was completed, the hull was lengthened 40' and horsepower was reduced to meet the requirements to carry containers for the Military Sealift Command in Florida. When launched, she was believed to be one of the largest offshore supply vessels ever built in the United States. Her high fuel capacity, oversize Falk reduction gears, and large engine room layout remain from her initial design. As presently laid out, the vessel has a deadweight capacity of abt. 1,697 tons carrying 1,000 long tons of deck cargo on a 177' x 32' deck and 236,444 gallons fuel. She is powered by a pair of EMD 12-567's providing a total of 2700BHP. The vessel will be re-named the "Elsa Leigh" after one of the Owner's daughters, and will be reconfigured with thrusters fore and aft, in order to accommodate a DP function. In addition, tankage capacity will be increased to allow the vessel act in the capacity of an offshore supply vessel. Marcon acted as the sole broker in the sale. This is the fourth supply vessel Marcon has sold to Aries Marine and the fifth vessel we have sold from Seacor.



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

Granite Construction Inc. of Watsonville, CA has taken delivery of a newbuilding 160' x 50' x 8' Spud Barge from Eagle Marine Industries of Sauget, Illinois. She was classed ABS +A1 River Service with limited loadline, outfitted with four square spud wells, two 60' square spuds and painted inside and outside. The barge has been purchased for a two year long bridge replacement contract and recently transported to the project job site in Panama City, Florida.

An Ex-Danish coastal patrol vessel has been sold via Marcon to the Russian Far East for service as a coastal patrol vessel. The 160 ton displacement, all welded steel vessel was originally built in 1963 by the Royal Naval Shipyard and had been upgraded by the Danish Navy in 1989. The vessel measures 121' x 22'. She is powered by 2 x Mercedes Diesel diesels with total 3600BHP which allowed the vessel to reach cruising speeds of region 22-24 knots.



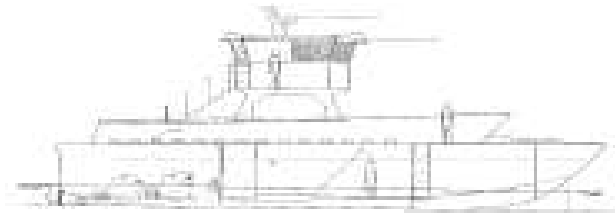
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Sales Report 2002

Marcon has arranged the tow of an 863' x 98' ro/ro ship in ballast drawing 19' draft forward and 26.5' aft from Mobile, Alabama to an east coast shipyard. 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 Aquamaster US 3001/3600 z-drives.



The 78.6' x 34.7' x 9.5' Aluminum Catamaran "Saber Tooth", built in 1997 by Peregrine Marine; Anchorage, Alaska was sold by Western Geophysical to private New Zealand interests. The buyer plans to sail the vessel down through Southeastern Alaska, West Coast and Panama Canal to the U.S. Gulf Coast where she will be used as a yacht. Vessel was originally certified as a U.S. Coast Guard Inspected Freight Vessel. Powered by 4 x Luggar diesels total 2432HP and four North American

24" tractor jets, she delivered abt. 27kn max and 22kn economic speed. Vessel was used as an oceanographic research and crew transfer vessel for the seismic industry in Alaska. "Saber Tooth" was unique in that she was designed to be bolted together for transport and was disassembled, transported and reassembled after built. The vessel breaks down into seven major components – 2 hull sections, 1 raft deck, 2 connecting beams, 1 wheelhouse and stack/wheelhouse support structures with a total weight of abt. 70 short tons. Thicker plating allowed the ability to be beached and go dry. We hope she swings by Penn Cove and our offices on the way south. Marcon was the sole broker in the sale.

The 'Charlestown Harbor Princess' was sold twice over the past 2 months – once at U. S. Marshal's Sale by Public Auction and then by private sale to Capt. JP Cruise Lines of Troy, NY. The 1979 Blount Marine built passenger day boat is US Coast Guard Certified to carry 219 passengers. Main dimensions are 75' x 23' x 7'. Drive engines are a pair of GM8V71 diesels. New owner's will effect repairs as necessary to re-gain Certification and will place her back into day touring trade in Miami. Marcon was the sole and exclusive broker in the sale and have sold several other vessels in the past belonging to the same bank.



International Drilling and Marine Works, Ltd. of London, have purchased the lugger style, utility pushboat 'Anna S', (ex-'Hawg') from Florida owner's who employed her around the Port of West Palm Beach. Vessel was fitted with a pair of 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 the sole broker in the sale.

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Sales Report 2002

ALEUT ENTERPRISE CORP. of Anchorage, AK has purchased an ocean / deck tank barge which measures 120' x 33' x 10' and was built in 1990 by AK-WA, Inc., Tacoma, WA. The barge was designed for the military and saw little (if any) service during its tenure. It has coated tanks, below deck piping, and was issued an ABS International Loadline for its intended service as a stand-by oil spill response barge. Marcon has several more of these barges for sale on an immediate basis- US West Coast, and we would be pleased to provide further details to interested parties.



Vane Bros. of Baltimore, MD have sold the two sister fireboats, *P. W. WILKINSON* and *AUGUST EMRICH* to a private individual in Oklahoma. The 81' x 20' x 9' model bow boats were built by Jakobson Shipyard in Oyster Bay, NY in 1960 for the Port of Baltimore and were powered by single 880HP Fairbanks OP's driving a KaMeWa VP wheel. The boats had a maximum speed of abt. 15kn. The boats were maintained in very good condition with low operating hours and at one time were Classed ABS A1 Harbor Service.

Keppel Smit Transpacific, Inc. of the Philippines has sold their 4960BHP twin screw anchor handling and ocean tug "*Geronimo Two*" (ex-*Britoil 3*, *Redoubtable*, *Chambon Alize*, *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 the "*Sea Husky*". The tug is powered with twin B&W 16V23LU main engines driving controllable pitch props in active kort nozzles providing abt. 80 tons of 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 plan to reposition the vessel to Trinidad. Marcon previously sold two 65' crewboats to this same buyer and acted as the sole broker in all three sales.



The Panamanian flag seismic vessel '*Western Horizon*' lying in Singapore has been sold by Seismic Shipping, Inc. of the British Virgin Islands to Sphere Thermo-Navigation S.A. of Panama. '*Western Horizon*' was built in 1982 by Sing Koon Seng (Pte) Ltd. of Singapore, measures 212' x 39' and is powered by two CATD399 main engines producing 2180 BHP. She will be retrofitted for non-seismic employment under the terms of the sale. The vessel will remain in the Far East. This is the 7th seismic vessel sold by Marcon for these same owners since 2000. Marcon acted as sole broker in the transaction.

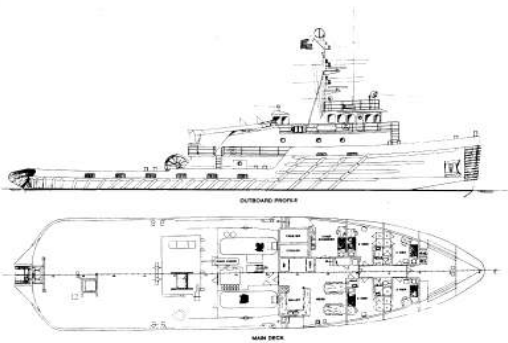
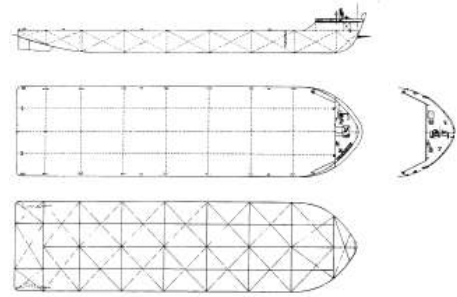
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Sales Report 2002

The 'CMC 450-11', a 400' x 100' x 25' 18,000stdw Ocean Deck Barge has been sold by Crowley Marine Services to Global Material Services LLC of Memphis, TN. The U.S. flagged barge was built in 1977, by Mitsubishi Heavy Industries in Japan, with a ship shaped bow, raised focstle deck and flush deck aft. The new owner will refurbish the barge at Conrad Shipyard in Morgan City, LA and have her retrofitted with two large pedestal cranes. She is being reflagged foreign, renamed "GMS-450" and will then be repositioned to the Orinoco River in Venezuela for employment as a floating equipment platform for a large construction project. Marcon acted as sole and exclusive broker.



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.

The seismic vessels "Western Shore" and "Western Wave" lying on the U.S. Gulf Coast have both been sold by WesternGeco Seismic Shipping LP of Panama to Subsea Petroleum Services. "Western Shore" was built in 1982 by Quality Shipyard in Mississippi, measures 156' x 38' and is powered by two CATD399 main engines producing 2250 BHP. "Western Wave" was built in 1983 by Moss Point Shipyard, measures 162' x 41' and is powered by two CATD398B main engines producing 1650 BHP. Both vessels were originally built for Western Geophysical as seismic vessels and will be retrofitted for overseas non-seismic employment under the terms of the sale. These are the 5th and 6th vessels sold by Marcon for these same owners since 2000. Marcon acted as sole broker.



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Western Towboat Co., Seattle, WA has 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 1800RPM. 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 6700 bhp, 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.



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

One other supply boat was sold in 2002 on private and confidential terms.

In 2001 Marcon sold or chartered a total of 53 vessels and barges.

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