

AMERICAN CHALLENGER

111' x 30' x 15.5'

3000 HP

Contact:
Robert Shahnazarian
310-345-5252 Mob
310-547-0921
robert@amarinecorp.com


American Challenger A MEMBER OF AWO'S RESPONSIBLE CARRIER PROGRAM

Year Built: 1975, Service Machine & Shipbuilding Co., Amelia, LA, USA
Dimensions: 111' x 30' x 15.5'
Main Propulsion: Two (2) EMD 645-E-6 Diesels, 12 cly., BHP 3000, 4200 HP Class/60 BTP
Reduction Gears: REINTJES WAV 1850, 5:1 Ratio
Propellers: Two (2) SS 4 Blade, 108" x 108" in Kort Nozzles
Speed: 12 Knots
Fuel Capacity: 80,000 Gallons
Water Capacity: 6,000 Gallons
Lube Oil Capacity: 1,950 Gallons
Electronics: Gyro compass w/Auto Pilot, 4 Furuno Radars, 1 Single side band w/encoder, 6VHF's, 4 GPS's, 2 Loud hailers, 1 Cellular phone, 1 Satellite phone w/Fax, Email capabilities and Data reports, 1 Fathometer, 1 Weather Fax, 1 Navtex receiver and 1 Magnetic Compass, 1 World Wide Electronic Chart Navigation computer, 1 ship's business computer
Elevated Control Tower: Height of Eye-39 feet
Towing Winch: Intercon DD 200 with 2,000' x 2" IWRC tow wire on each drum with anchor handling capabilities and 210,000 lbs. line pull
Bollard Pull: 121,500 lbs.
Gross Tons: 163 Tons
Net Tons: 135 Tons
Call Letters: WBD 2212
Official Number: 569788
Area of Operations: ABS Classed Hull & Machinery A-1 Towing All Oceans

For further information please contact the American Marine Corporation office nearest you:

1500 S. Barracuda St.	65 N. Nimitz Hwy.	6000 "A" Street
Berth 270/271	Pier 14	Anchorage, AK 99518
Terminal Island, CA 90731	Honolulu, HI 96817	Phone (907) 563-9584
Phone (310) 547-0919	Phone (808) 545-5190	Fax (907) 562-5426
Fax (310) 547-0031	Fax (808) 538-1703	

The American Challenger was approx 30 years old when we bought it. Significant work has been done since that time and the vessel is in good working condition, ready for her next job. These major projects listed below, like the steel work, winch foundation and frame rebuild, and the top and bottom reduction gears rebuild are the kind of projects that are due when a tug turns 30 years old. Our intent was to operate this tug for many years. Anyone looking at a boat built in the mid 80's will be faced with the same very expensive projects that will cost much more money today to complete. The American Challenger is a truly rebuilt tug that will last an operator many years before he has to spend large sums of money for major repairs. The next dry dock will be inexpensive and easy.

The following is a list of major projects that we accomplished while we owned the American Challenger. This list is not 100% accurate and I am sure we left a lot of improvements out especially the ones we made over 2 years ago. We replaced or rebuilt virtually every electric motor and pump on the boat while we owned it too.

We have a very aggressive maintenance program when it comes to maintaining the ballast tanks and voids. When we first got the boat our crew went in with 30 lb. jackhammers and knocked off all of the heavy scale and removed it from the boat. Then we water blast with a 7,000 psi water blaster to remove all rust. We replace all of the suspect steel, not just what the ABS tells us to do, but everything that looks like it might be a problem later so we don't have to do it again. All new steel that goes in the boat is sand blasted and coated with Ameron 302 zinc based primer by the shipyard. We coat all of the bare steel with Ameron 302 zinc based primer and then we apply 2 coats of Ameron 235 epoxy primer. Every 5 years we go into every ballast tank and void and repeat the process. Some tanks that get more wear like the stern steering compartment get more attention and we go into those twice every 5 years. This process is much cheaper than doing the steel repairs to ballast tanks and voids that were never treated properly.

This will give you some idea of the condition the American Challenger is in. She is in excellent condition. You have to go and see it for yourself.

I've added estimated costs for each of the improvements we made. We do most of the steel work with our own ABS certified welders and much of the repair work, with the exception of the engine, reduction gear and tow winch work, which is done with factory warranted mechanics.

1. Oct. 2002 - Purchase boat. Add aluminum elevated control tower for approx. \$300k
2. 2006 –Reduction gears (P&S) complete rebuild top to bottom. \$250k
3. 2008 – Main Engines (P&S) complete rebuild. \$300k
4. 2010 – Replaced A/C unit. \$12k
5. 2011 - Dry dock: \$1.5M
 - a. Replaced deck plating on poop deck.
 - b. Rebuilt stern hull plating from deck to waterline.
 - c. Aft Peak Stbd Ballast – replaced thwart ships swash bulkhead, L1-3 & L5 swash bulkheads, frame 54 deep web, and tank top plating.
 - d. Aft Peak Port Ballast – replaced thwart ships swash bulkhead, L1-L5 swash bulkheads, and all tank top plating.
 - e. #1-C Ballast – Replaced aft swash bulkhead, centerline bulkhead, and tank top.
 - f. #1 Ballast and Aft Peak (P&S) tanks blasted and coated. Forepeak and #2 (P/C/S) ballast tanks recoated.
 - g. All ballast piping associated with above tanks replaced.

- h. Stbd shaft replaced.
 - i. Output flange, hull and strut bearings all laser aligned and bored.
 - j. Deck plating replaced over #4 (P&S) fuel tanks.
6. 2012 – Replaced tow winch frame, foundation and fairlead. \$450k
 7. 2015 – Windlass foundation and deck plating replaced, windlass blasted and coated. \$50k.
 8. 2015 – Stainless Steel Mushroom ventilators installed on upper deck. \$4k
 9. 2015 – Alternator replaced on Port Generator. \$12k
 10. 2015 – Fire pump replaced. \$3k
 11. 2015 – New hydraulic steering rams installed. \$7k
 12. 2016 - New Autopilot installed. \$14k
 13. 2016 – Air compressors replaced. \$16k
 14. 2016 – Stbd tow wire replaced. \$17k
 15. 2016 - Upper Wheelhouse throttle controls rebuilt. \$7k
 16. 2017 – New Bow fenders (P&S) installed (Folded Loop). \$7k
 17. 2017 – New Qtr fenders (P&S) installed (Folded Loop). \$6k

Main engine routine maintenance: cylinder head, valves and injectors are set and timed every 1500 hours.

Compression test cylinders once per year and check rod bearings, main bearings and liners for wear and replace as needed.

Take monthly oil samples and analyze for potential problems





AMERICAN CHALLENGER

SAUSE BROS

QUINAULT



AMERICAN CHALLENGER

中远集团

COSCO

PNW

www.pnwgroup.com

800-651-0147

PNW

www.pnwgroup.com

800-651-0147

NORTH ISLAND

AMB24C

AMB24C





AMERICAN BUREAU OF SHIPPING



CHARTERED
1862

NUMBER
7520580

CERTIFICATE OF CLASSIFICATION

AMERICAN CHALLENGER

Description TUGBOAT

Dimensions, Length 31.8668 m

Breadth 9.144 m

Depth 4.7244 m

Tonnage, Gross 342

Net 102

Owner AMERICAN MARINE CORPORATION

Shipbuilder SERVICE MACHINE & SHIPBUILDING CO.

Engine Builder GENERAL MOTORS CORP.

Year of Build 01 December 1975

Hull Number 118

This is to Certify that the above has been surveyed in accordance with the Rules of this Bureau and entered in the Record with the Class

✱A1, Towing Service, ✱AMS

30 December 2015

Issue Date

J. A.
Chief Surveyor



28 February 2021

Expiration Date

M. C. Adams
Assistant Secretary

NOTE: This certificate evidences compliance with one or more of the Rules, Guides, standards or other criteria of American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. The classification certificate is a representation only that the vessel, structure, item of material, equipment or machinery or any other item covered by this certificate has met one or more of the Rules of American Bureau of Shipping. The certificate is governed by the terms and conditions on the reverse side hereof, and governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof.

TERMS AND CONDITIONS

1. The issuance and interpretation of the class certificate is subject to the terms and conditions of the "Request for Classification and Agreement" (hereinafter "the Agreement") which are hereby incorporated by reference.

2. REPRESENTATIONS AS TO CLASSIFICATION

Classification is a representation by ABS as to the structural and mechanical fitness for a particular use or service in accordance with its Rules and standards. The Rules of American Bureau of Shipping are not meant as a substitute for the independent judgment of professional designers, naval architects and marine engineers nor as a substitute for the quality control procedures of shipbuilders, engine builders, steel makers suppliers, manufacturers and sellers of marine vessels, materials, machinery or equipment. ABS being a technical society can only act through Surveyors or others who are believed by it to be skilled and competent.

ABS represents solely to the vessel Owner or other client (hereinafter "Client") of ABS that when assigning class it will use due diligence in the development of Rules, Guides and standards and in using normally applied testing standards, procedures and techniques as called for by the Rules, Guides, standards or other criteria of ABS for the purpose of assigning and maintaining class. ABS further represents to the Client of ABS that its certificates and reports evidence compliance only with one or more of the Rules, Guides, standards or other criteria of ABS in accordance with the terms of such certificate or report. Under no circumstances whatsoever are these representations to be deemed to relate to any third party.

3. RESPONSIBILITY AND LIABILITY

It is understood and agreed that the class certificate (hereinafter referred to as "certificate") issued as part of the services rendered under the Agreement is a representation only that the vessel, structure, item of material, equipment or machinery or any other item covered by a certificate has met one or more of the Rules or standards of American Bureau of Shipping and is issued solely for the use of ABS, its committees, clients or other authorized entities. The validity, applicability and interpretation of a certificate issued under the terms of or in contemplation of the Agreement is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this certificate or in any report issued in contemplation of this certificate shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied nor to create any interest, right, claim or benefit in any third party. It is understood and agreed that nothing expressed herein is intended or shall be construed to give any person, firm or corporation, other than the parties hereto, any right, remedy or claim hereunder or under any provisions herein contained; all provisions hereof are for the sole and exclusive benefit of the parties hereto.

4. SUSPENSION AND CANCELLATION OF CLASS

The continuance of the Classification of any vessel is conditional upon the Rule requirements for periodical, damage and other surveys being duly carried out. The Committee reserves the right to reconsider, withhold, suspend, or cancel the class of any vessel or any part of the machinery for noncompliance with the Rules, for defects reported by the Surveyors which have not been rectified in accordance with their recommendations, or for nonpayment of fees which are due on account of Classification, Statutory and Cargo Gear Surveys. Suspension or cancellation of class may take effect immediately or after a specified period of time.

5. LIMITATION

ABS makes no representations beyond those contained herein and in the provisions of the request for classification regarding its reports, statements, plan review, surveys, certificates or other services.

6. HOLD HARMLESS

THE PARTY TO WHOM THIS CERTIFICATE IS ISSUED, OR HIS ASSIGNEE OR SUCCESSOR IN INTEREST, AGREES TO RELEASE ABS AND TO INDEMNIFY AND HOLD HARMLESS ABS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, LAWSUITS, OR ACTIONS FOR DAMAGES, INCLUDING LEGAL FEES, TO PERSONS OR OTHER LEGAL ENTITIES AND/OR PROPERTY, TANGIBLE, INTANGIBLE OR OTHERWISE WHICH MAY BE BROUGHT AGAINST ABS INCIDENTAL TO, ARISING OUT OF OR IN CONNECTION WITH THE WORK DONE, SERVICES PERFORMED OR MATERIAL TO BE FURNISHED UNDER THIS CERTIFICATE, EXCEPT FOR THOSE CLAIMS CAUSED SOLELY AND COMPLETELY BY THE NEGLIGENCE OF ABS, ITS AGENTS, EMPLOYEES, OFFICERS, DIRECTORS OR SUBCONTRACTORS.

ANY OTHER INDIVIDUAL OR PARTY WHO CLAIMS A RIGHT HEREUNDER OR WHO CLAIMS TO BE A BENEFICIARY OR ANY PORTION OF THE SERVICES RENDERED IN CONTEMPLATION OF THIS CERTIFICATE SHALL INDEMNIFY AND HOLD ABS HARMLESS FROM AND AGAINST ALL CLAIMS, DEMANDS, LAWSUITS OR ACTIONS FOR DAMAGES, INCLUDING LEGAL FEES, TO PERSONS AND/OR PROPERTY, TANGIBLE, INTANGIBLE OR OTHERWISE WHICH MAY BE BROUGHT AGAINST ABS BY ANY PERSON OR ENTITY AS A RESULT OF THE SERVICES PERFORMED IN CONTEMPLATION OF THIS CERTIFICATE, EXCEPT FOR THOSE CLAIMS CAUSED SOLELY AND COMPLETELY BY THE NEGLIGENCE OF ABS, ITS AGENTS, EMPLOYEES, OFFICERS, DIRECTORS, OR SUBCONTRACTORS.

7. LIMITATION OF LIABILITY

THE COMBINED LIABILITY OF AMERICAN BUREAU OF SHIPPING, ITS COMMITTEES, OFFICERS, EMPLOYEES, AGENTS OR SUB-CONTRACTORS FOR ANY LOSS, CLAIM OR DAMAGE ARISING FROM ITS NEGLIGENT PERFORMANCE OR NONPERFORMANCE OF ANY OF ITS SERVICES OR FROM BREACH OF ANY IMPLIED OR EXPRESS WARRANTY OF WORKMANLIKE PERFORMANCE IN CONNECTION WITH THOSE SERVICES, OR FROM ANY OTHER REASON, TO ANY PERSON, CORPORATION, PARTNERSHIP, BUSINESS ENTITY, SOVEREIGN, COUNTRY OR NATION, WILL BE LIMITED TO THE GREATER OF A) \$100,000 OR B) AN AMOUNT EQUAL TO TEN TIMES THE SUM ACTUALLY PAID FOR THE SERVICES ALLEGED TO BE DEFICIENT.

THE LIMITATION OF LIABILITY MAY BE INCREASED UP TO AN AMOUNT TWENTY-FIVE (25) TIMES THAT SUM PAID FOR SERVICES UPON RECEIPT OF CLIENT'S WRITTEN REQUEST AT OR BEFORE THE TIME OF PERFORMANCE OF SERVICES AND UPON PAYMENT BY CLIENT OF AN ADDITIONAL FEE OF \$10.00 FOR EVERY \$1,000.00 INCREASE IN THE LIMITATION.

8. ARBITRATION

Any and all differences and disputes of whatsoever nature arising out of this certificate shall be put to arbitration before a board of three persons, consisting of one arbitrator to be appointed by ABS, one by Client and one by the two so chosen. The decision of any two of the three on any point or points shall be final. Until such time as the arbitrators finally close the hearings either party shall have the right by written notice served on the arbitrators and on an officer of the other party to specify further disputes or differences under this certificate for hearing and determination. The arbitrators may grant any relief other than punitive damages which they, or a majority of them, deem just and equitable and within the scope of the agreement of the parties, including, but not limited to specific performance. Awards made in pursuance to this clause may include costs including a reasonable allowance for attorney's fees and judgment may be entered upon any award made hereunder in any court having jurisdiction. ABS and Client hereby mutually waive any and all claims to punitive damages in any forum.

Client shall be required to notify ABS within thirty (30) days of the commencement of any arbitration between it and third parties which may concern ABS's work in connection with this certificate and shall afford ABS an opportunity, at ABS's sole option, to participate in the arbitration.

ADDITIONAL INFORMATION

Major Hull Modification

NEW HULL SECTION DESCRIPTION: _____

DATE OF MODIFICATION: _____

ICE CLASS NOTATION

MINIMUM ENGINE OUTPUT: _____

MAXIMUM ICE DRAUGHT FWD: _____ AMIDSHIPS: _____ AFT: _____

MINIMUM ICE DRAUGHT FWD: _____ AMIDSHIPS: _____ AFT: _____

AUTOMATION NOTATION

NUMBER OF UNATTENDED HOURS: _____

OPERATING RESTRICTIONS

ADDITIONAL NOTATIONS

RECORD COMMENTS

ANNUAL SURVEY ENDORSEMENT

Place _____ Date _____

Surveyor to the American Bureau of Shipping

(Signature)

Place _____ Date _____

Surveyor to the American Bureau of Shipping

(Signature)

Place _____ Date _____

Surveyor to the American Bureau of Shipping

(Signature)

Place _____ Date _____

Surveyor to the American Bureau of Shipping

(Signature)

INTERMEDIATE SURVEY ENDORSEMENT

Place _____ Date _____

Surveyor to the American Bureau of Shipping

(Signature)

**EXTENSION OF CLASS CERTIFICATE
THIS CLASSIFICATION CERTIFICATE IS EXTENDED UNTIL**_____
Date

Place _____ Date _____

Surveyor to the American Bureau of Shipping

(Signature)

Please note that the classification of this vessel is automatically suspended and the certificate automatically becomes invalid, if not endorsed annually within three months of the due date of the annual survey, or if the certificate is not endorsed for completion of the intermediate survey within three months of the due date of the third annual survey.

THIS CERTIFICATE IS NOT A CONFIRMATION OF CLASS

ABS Survey Manager - Surveys - History

Name : **AMERICAN CHALLENGER**
 Status : **In Operation, Active, Classed**

Class Number : **7520580**
 IMO Number : **7420479**

Survey Name	Status	Last Visit Date	Done Date	Location	Report Number
Classification					
Annual Hull Survey 1	Completed		26 May 2017	Honolulu, HI	HL3328810-A
Annual Machinery Survey 1	Completed		26 May 2017	Honolulu, HI	HL3328810-C
Annual Hull Survey 5	Completed		30 Dec 2015	Mobile, AL	M3028565-D
Annual Machinery Survey 5	Completed		30 Dec 2015	Mobile, AL	M3028565-E
Drydocking Survey	Completed		30 Dec 2015	Mobile, AL	M3028565-C
Special Periodical Survey - Hull 8	Completed		30 Dec 2015	Mobile, AL	M3028565-B
Special Periodical Survey - Machinery 8	Completed		30 Dec 2015	Mobile, AL	M3028565-A
Tailshaft Survey - Tail Shaft P	Completed		30 Dec 2015	Mobile, AL	M3028565-G
Tailshaft Survey - Tail Shaft S	Completed		30 Dec 2015	Mobile, AL	M3028565-H
Annual Hull Survey 4	Completed		29 May 2015	Mobile, AL	M2911652-B
Annual Machinery Survey 4	Completed		29 May 2015	Mobile, AL	M2911652-A
Annual Hull Survey 3	Completed		13 Dec 2013	Mobile, AL	M2497847-B
Annual Machinery Survey 3	Completed		13 Dec 2013	Mobile, AL	M2497847-A
Drydocking Survey - UWILD	Completed		13 Dec 2013	Mobile, AL	M2497847-E
Intermediate Hull Survey 8	Completed		13 Dec 2013	Mobile, AL	M2497847-C
Annual Hull Survey 2	Completed		17 May 2013	Tampico	TP2270495-B
Annual Machinery Survey 2	Completed		17 May 2013	Tampico	TP2270495-A
Annual Hull Survey 1	Completed		30 May 2012	Mobile, AL	M2152245-B
Annual Machinery Survey 1	Completed		30 May 2012	Mobile, AL	M2152245-A
Annual Hull Survey 5	Completed		24 Jun 2011	Newport News, VA	NN1937004_B
Annual Machinery Survey 5	Completed		24 Jun 2011	Newport News, VA	NN1937004_A
Drydocking Survey	Completed		24 Jun 2011	Newport News, VA	NN1937004_I
Special Periodical Survey - Hull 7	Completed		24 Jun 2011	Newport News, VA	NN1937004_D
Special Periodical Survey - Machinery 7	Completed		24 Jun 2011	Newport News, VA	NN1937004_C
Tailshaft Survey - Tail Shaft P	Completed		24 Jun 2011	Newport News, VA	NN1937004_F
Tailshaft Survey - Tail Shaft S	Completed		24 Jun 2011	Newport News, VA	NN1937004_G
Annual Hull Survey 4	Completed		26 Feb 2010	Morgan City, LA	MC1797937_B
Annual Machinery Survey 4	Completed		26 Feb 2010	Morgan City, LA	MC1797937_A
Statutory					
Annual Load Line Survey 1	Completed		26 May 2017	Honolulu, HI	HL3328810-B
Renewal Load Line Survey 3	Completed		30 Dec 2015	Mobile, AL	M3028565-F
Annual Load Line Survey 4	Completed		29 May 2015	Mobile, AL	M2911652-C
Annual Load Line Survey 3	Completed		13 Dec 2013	Mobile, AL	M2497847-D
Annual Load Line Survey 2	Completed		17 May 2013	Tampico	TP2270495-C
Annual Load Line Survey 1	Completed		30 May 2012	Mobile, AL	M2152245-C
Renewal Load Line Survey 2	Completed		24 Jun 2011	Newport News, VA	NN1937004_E
Annual Load Line Survey 4	Completed		26 Feb 2010	Morgan City, LA	MC1797937_C

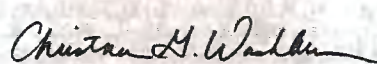


UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

VESSEL NAME AMERICAN CHALLENGER		OFFICIAL NUMBER 569788	IMO OR OTHER NUMBER 7420479	YEAR COMPLETED 1975	
HAILING PORT HONOLULU HI		HULL MATERIAL STEEL		MECHANICAL PROPULSION YES	
GROSS TONNAGE 342 GT ITC 163 GRT	NET TONNAGE 102 NT ITC 111 NRT	LENGTH 103.4	BREADTH 30.0	DEPTH 12.4	
PLACE BUILT AMELIA LA					
OWNERS AMERICAN WORKBOATS INC		OPERATIONAL ENDORSEMENTS REGISTRY COASTWISE			
MANAGING OWNER AMERICAN WORKBOATS INC 65 NORTH NIMITZ HWY PIER 14 HONOLULU HI 96817					
RESTRICTIONS NONE					
ENTITLEMENTS NONE					
REMARKS NONE					
ISSUE DATE JUNE 16, 2016		 ACTING DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER			
THIS CERTIFICATE EXPIRES JULY 31, 2017					





Certificate Number:

A070877N

UNITED STATES OF AMERICA

AMERICAN BUREAU OF SHIPPING

TONNAGE CERTIFICATE

GENERAL INFORMATION

Vessel Name AMERICAN CHALLENGER	Vessel Number 569788	Vessel Type TOWING VESSEL
Builder SERVICE MARINE & SHIPBUILDING CORP.	Hull Number 118	Propulsion <input checked="" type="checkbox"/> Self-Propelled <input type="checkbox"/> Non-Self-Propelled
Where Built AMELIA, LA	Date Keel Laid / Altered 1975	

MAIN DIMENSIONS

Definition Used	Registered Dimension	Length		Breadth		Depth	
Convention		31.87 m	104.6 ft	9.14 m	30.0 ft	4.72 m	15.5 ft
Overall		33.53 m	110.0 ft	m	ft	m	ft
Prc - 1990	X	31.52 m	103.4 ft	9.14 m	30.0 ft	3.78 m	12.4 ft

TONNAGES

Measurement System	46 CFR 69 Subpart	Gross Tonnage	Net Tonnage
CONVENTION	B	342 GT ITC	102 NT ITC
REGULATORY	C	163 GRT	111 NRT

I CERTIFY that I am duly authorized by the United States Government to issue this certificate:

(SEAL)

Issuing Officer:

M. TREDER
Principal Engineer

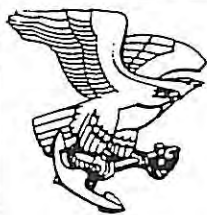
Issued At:

Houston, TX

Date:

September 19, 2007

CONVENTION MEASUREMENT SYSTEM INFORMATION					
ENCLOSED SPACES			CARGO SPACES		
Name of Space	Location	Length (m)	Name of Space	Location	Length (m)
UNDERDECK R.H. 2ND TIER R.H. 3RD TIER STACK AFT CONTROL HSE (S)	----- FR 12-34 FR 13-28 FR 26-34 FR 33-36	----- 13.41 9.14 4.88 1.83			
			NUMBER OF PASSENGERS		
			Number of passengers in cabins with not more than 8 berths: 0		
			Number of other passengers: 0		
EXCLUDED SPACES			MOLDED DRAFT		
An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.			4.10 m 13.4 ft		
MEASUREMENT HISTORY:					
Date and place of original measurement:		December 2, 1975 - New Orleans, LA			
Date and place of last previous remeasurement:		August 4, 1994 - Houston, TX			
REMARKS:					
International Tonnage Certificate (1969) issued for this vessel.					
IMO number is 7420479.					
Certificate reissued to reflect change of vessel's name.					


 Certificate Number:
A0708761

International Tonnage Certificate (1969)

Issued under the provisions of the
International Convention on Tonnage Measurement of Ships, 1969,
under the authority of the Government of the

UNITED STATES OF AMERICA

for which the Convention came into force on February 10, 1983, by

AMERICAN BUREAU OF SHIPPING

Name of Ship	Distinctive Number or Letters	Port of Registry	* Date
AMERICAN CHALLENGER	IMO 7420479	HONOLULU, HI	1975

* Date on which the keel was laid or the ship was at a similar state of construction (Article 2(6)), or date on which ship underwent alterations or modifications of a major character (Article 3(2)(b)), as appropriate.

MAIN DIMENSIONS

Length (Article 2(8))	Breadth (Regulation 2(3))	Molded Depth amidships to Upper Deck (Regulation 2(2))
31.87 m (104.6 ft)	9.14 m (30.0 ft)	4.72 m (15.5 ft)

THE TONNAGES OF THE SHIP ARE:

GROSS TONNAGE **342**
 NET TONNAGE **102**

The Government of the United States of America certifies that the tonnages of this ship have been determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

Issued at **Houston, TX**

Date issued **September 19, 2007**



The undersigned declares that he is duly authorized
by the United States Government to issue this certificate.

Mark Treder
M. TREDER *Issuing Officer*
Principal Engineer

SPACES INCLUDED IN TONNAGE

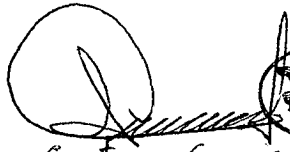
GROSS TONNAGE			NET TONNAGE		
Name of Space	Location	Length (m)	Name of Space	Location	Length (m)
UNDERDECK	----	----			
R.H. 2ND TIER	FR 12-34	13.41			
R.H. 3RD TIER	FR 13-28	9.14			
STACK	FR 26-34	4.88			
AFT CONTROL HSE (S)	FR 33-36	1.83			
EXCLUDED SPACES (Regulation 2(5)) An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.			NUMBER OF PASSENGERS (Regulation 4(1)) Number of passengers in cabins with not more than 8 berths: 0		
			Number of other passengers: 0		
			MOULDED DRAUGHT (Regulation 4(2)) <div align="right">4.10 m</div>		
Date and place of original measurement: August 4, 1994 - Houston, TX					
Date and place of last previous remeasurement:					
REMARKS: Overall length as defined under 46 CFR 69 Subpart E is 33.53 m (110.0 ft). Vessel built by SERVICE MARINE & SHIPBUILDING CORP., AMELIA, LA. Hull number is 118. Official number is 569788. Certificate reissued to reflect change of vessel's name. The ship is remeasured according to article 3(2)(d) of the 1969 Tonnage Convention. The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the International Convention on Tonnage Measurement of Ships, 1969, is 163 RT, according to the regulations of the United States of America.					

American Bureau of Shipping



CERTIFICATE No.

MC0054


Gustavo Garcia
ABS Surveyor

PORT OF

New Orleans, LA

DATE

18 JANUARY 1993

AMERICAN CHALLENGER

"BOLLARD PULL"

This is to Certify THAT the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the motor vessel, ~~"Gulf Gate"~~, ABS I.D. No. 7520580, while the vessel lay afloat at the Tidewater Dock, Morgan City, Louisiana on the 18th day of January 1993 in order to examine and report on the vessel relative to Bollard Pull Test and has to report as follows:

1. The vessel's propulsion equipment consists of two (2) EMD 16-645 E2 engines developing 3000 BHP at 900 RPM.
2. Each engine is connected to a Reintjes WAV 1850; reduction gear type (5:1 ratio).
3. Each tailshaft is connected to a four (4) bladed SS 108" X 108" in a 108.5" Kort nozzle.
4. The time of the bollard pull was 1600 hours this date. The vessel's draft was 12'2" forward and 14' aft. The wind direction was from the SE at 2 to 4 knots. The compass heading was 255 magnetic with tide ebbing.
5. The scale was a Martin Decker S08-60, Serial No. 18239 with a load range of 150,000 lbs., accuracy + .5%, calibrated to 3,000 PSI. Instrument was calibrated 18 January 1993 by M/O TOTCO instrumentation.
6. The wire size was two (2) inch.
7. With the vessel operating in a water depth of 40 feet and engine RPM of 900 and a sustained Bollard Pull of 121,500 lbs. was obtained.


JAMES DALLAS, SURVEYOR

This Certificate evidences compliance with one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. This Certificate is a representation only that the vessel, equipment, structure, item of material, machinery or any other item covered by this Certificate has met one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping. The validity, applicability and interpretation of this Certificate is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this Certificate or in any Report issued in contemplation of this Certificate shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied.



PROJECT TITLE: American Marine Tow – Seattle, WA to Honolulu, HI

DESCRIPTION OF WORK: American Marine Corporation's 3000 HP ABS Hull and Machinery tug, the AMERICAN CHALLENGER successfully delivered the 150'x72' deck barge ITB253 loaded with 1981 tons of cargo from Seattle to Honolulu. The tow averaged 7.2 knots at 730 RPM and burned an average of 2300 gallons per day.

PROJECT CONTACT: David Griffith – Regional Manager – 808-792-1162

KEY PERSONNEL: Captain John Bigger
Mate Mark Wootton

CONTRACT COSTS: \$450,000

CONTRACT SCHEDULE: March 2016 – April 2016



Towing Dredge California

PROJECT TITLE: Weeks Marine, Fourchon, LA Production Dredging

DESCRIPTION OF WORK: American Marine successfully supported Weeks Marine's dredging project in Fourchon, LA utilizing the tugs AMERICAN CHALLENGER and AMERICAN PATRIOT. The project was completed with minimal down-time and no damage to our customer's equipment.

PROJECT CONTACT: Paul Stewart, Weeks Marine, (985) 373-8352

KEY PERSONNEL:
Captain Steve Miller
Captain Jim Miller
Captain John Bigger
Captain Albert Wieland

CONTRACT COSTS: \$1,670,000

CONTRACT SCHEDULE: May 2015 – October 2015

**PROJECT TITLE:**

Great Lakes Dredge and Dock Freeport, TX Production Dredging

DESCRIPTION OF WORK:

American Marine successfully supported Great Lakes dredging project in Freeport, TX utilizing the tugs AMERICAN CHALLENGER and AMERICAN PATRIOT, including delivery and demobilization of equipment (Dredge California, Spider Barge Cajun Pride, Barge Key West, and Scows GL 65 - 6000 yds, GL 63 - 6000 yds, GL 33 - 3000 yds). The project was completed with minimal down-time and no damage to our customer's equipment.

PROJECT CONTACT:

Rick Elizondo, Project Manager, Great Lakes (630) 235-7639

KEY PERSONNEL:

Captain Steve Miller
Captain John Bigger
Captain Albert Wieland
Captain Koby Otterbach

CONTRACT COSTS:

\$1,650,000

CONTRACT SCHEDULE:

October 2014 – May 2015



PROJECT TITLE:

PEMEX, Platform installation tows from Tampico, Mexico to the oil field in the Gulf of Mexico working for Permaducto, Ossfhore Shipbrokers, McDonough and San Miguel

DESCRIPTION OF WORK:

American Marine Corporation's 63 ton bollard pull tug AMERICAN PATRIOT and 60.75 ton bollard pull tug AMERICAN CHALLENGER towed various 400'x100' and 300'x100' deck barges loaded with platform sections to and from the oil field in support of PEMEX's platform installation projects in the Gulf of Mexico oil field.

PROJECT CONTACT:

Jonathan Bawden, Offshore Shipbrokers +44 (0) 207-377-9774
Eric Anderson, McDonough (504) 780-8100
Jackie Yardley, San Miguel (713) 978,6400

KEY PERSONNEL:

Captain Steve Miller
Captain John Bigger

CONTRACT COSTS:

Approximately \$6.5 million

CONTRACT SCHEDULE:

July 2012- September 2013



PROJECT TITLE: STERLING/CAMARGO CORREA, Sao Luis, Brazil

DESCRIPTION OF WORK: American Marine Corporation's 60.75 ton bollard pull tug AMERICAN CHALLENGER performed the dredging support work with Sterling's two 4,000 yard scows on Camargo Correa's Sao Luis, Brazil project.

PROJECT CONTACT: Bobby DeCrescenzo
Project Manager
Cell: (617) 584-7300
Work: (617) 689-5160
e-mail: bobbyd@sterlingequipment.com

KEY PERSONNEL: Captain John Bigger

CONTRACT COSTS: Approximately \$3 million

CONTRACT SCHEDULE: March 2010-March 2011



























