

M/V KAMINISTIQUA

VESSEL PROFILE

ABOUT THE M/V KAMINISTIQUA

This vessel came from a Scottish beginning. In 1983, at Govan Shipyards, Glasgow, Scotland, Pioneer Shipping Ltd. under management of Misener Steamship, launched the new bulk carrier. Named the *Saskatchewan Pioneer*, it recognized the longtime association of James Richardson & Sons Companies and the development of the western Canada grain industry. The vessel is powered by a single Sulzer model 4RLB76 two stroke cycle, single acting 4 cylinder 10,880 b.h.p. (8,098 kW) diesel engine burning intermediate grade fuel oil; the power being fed to a single controllable pitch propeller in a Kort nozzle giving the vessel a rated service speed of 13.8 m.p.h. Seven hatches equipped with McGregor hydraulic hatch covers with automated cleating service seven holds where the vessel is capable of carrying 33,824 tons at her maximum draft. From 1983 to 2006, she had a life of irregular trade going to United Kingdom, Sydney Nova Scotia, Antwerp Belgium, and even Cuba before in 1996 she was again sold and renamed *Lady Hamilton*, returning to the Great Lakes as a Fednav vessel. In 2006 Voyageur Marine Transport purchased *Lady Hamilton* and, after a quick refit in Hamilton, she was renamed *Voyageur Pioneer* and sailed to Thunder Bay to load her first cargo: 24,098 tons of canola seeds bound for Windsor, Ontario. Lower Lakes acquired the vessel in 2007 and continued in the grain trade. In March 2008, the newly-named *Kaministiqua* left its berth in Sarnia, Ontario for Sturgeon Bay, WI for dry-docking and painting. In April, 2008 she arrived at Thunder Bay for her first load, departing two days later for Sorel with 24,464 tons of flax. In 2014 the *Kaministiqua* went on dock at Donjon Shipbuilding and Repair in Erie, PA to begin a Class required 5-year drydocking which would see the vessel undergo extensive steel renewals, a complete new paint job and installation of a water-cooled Thordon stern tube bearing. *M/V Kaministiqua* sailed out of Erie the evening of April 12 to begin her 2014 season.

SPECIFICATIONS

LENGTH	730'
BEAM	75"
DEPTH	48
MIDSUMMER DRAFT	33'06"
UNLOADING BOOM LENGTH	N/A
UNLOAD RATE	N/A
CAPACITY	33,824 tons
CUBIC CAPACITY	1,622,780
OPERATING SPEED	11.7 knots
AVERAGE CREW ON BOARD	13-15



ABOUT RAND LOGISTICS

Rand Logistics, Inc. is a leading provider of bulk freight shipping and ship repair services throughout the Great Lakes region. Through its subsidiaries, the Company operates a fleet of three conventional bulk carriers and eleven self-unloading bulk carriers including three tug/barge units. The Company is the only carrier able to offer significant domestic port-to-port services in both Canada and the U.S. on the Great Lakes. The Company's vessels operate under the U.S. Jones Act – which reserves domestic waterborne commerce to vessels that are U.S. owned, built and crewed – and the Canada Coasting Trade Act – which reserves domestic waterborne commerce to Canadian registered and crewed vessels that operate between Canadian ports.

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MORE ABOUT THE VESSEL

The Kaministiquia River is a river which empties into western Lake Superior at the city of Thunder Bay, ON. Kaministiquia (Gaaministigweyaa) is an Ojibwe word meaning "(river) with islands" due to two large islands (McKellar and Mission) at the mouth of the river.

Did you know that the current-day Chief Engineers Ray Morrissey aboard the Ojibway and George Michailopoulos aboard the Kaministiquia were on the construction crew at Govan Shipyards, Glasgow, Scotland when she was built. They lived there with their families during the project and Chief Morrissey remembers how funny it was to hear the Michailopoulos childrens' Scottish accents.

Previous names:

Saskatchewan Pioneer ~ nicknamed Sask Pi Lady Hamilton
Voyageur Pioneer

