

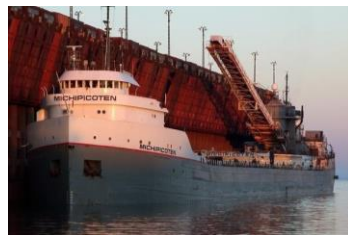
VESSEL PROFILE

ABOUT THE M/V MICHIPICOTEN

This vessel was built as a straight-back bulk carrier in 1952 and launched as the *Eltan Hoyt (2)* for Interlake Steamship Company. The specs on this ship allowed her to manage the trade pattern of other Interlake vessels--mainly hauling iron ore from Duluth or Superior to a variety of lower lakes ports. In 1957 she was lengthened 72 feet, making her overall length 698" and giving her an additional 3,000 tons in capacity. In 1980 the vessel was converted to a self-unloader at American Ship Building Company in Toledo which prolonged the life of this laker. 2003 marked the tenth year of operations for Lower Lakes Towing Ltd. and it was a fitting way to toast the Company's achievements, by christening the newest acquisition renamed *S/S Michipicoten*. A partnership was maintained with Interlake Steamship to acquire the contract for all of Algoma Steel's waterborne requirements and Lower Lakes was making the most of this opportunity to service a major new customer and further diversify our customer base at the time. In December, 2010 the *Michipicoten* laid up in Sarnia, Ontario as a steam-powered vessel and after a \$15 million conversion, departed May 31, 2011 as a motor vessel. The 1952 vintage 770 shp Bethlehem Steel Co. cross compound steam turbine and two oil-fired Foster-Wheeler water tube boilers were replaced with a moder MaK twin diesel 6000Kw propulsion plan.

SPECIFICATIONS

LENGTH	698'
BEAM	70'00"
DEPTH	37'00"
MIDSUMMER DRAFT	26'06"
UNLOADING BOOM LENGTH	250'
UNLOAD RATE	4,800 NT/hr
CAPACITY	22,000 tons
CUBIC CAPACITY	544,870
OPERATING SPEED	13.8 knots
AVERAGE CREW ON BOARD	17-18



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

With the new propulsion and generator configuration the vessel has the ability to run one main engine and one shaft alternator in port to supply ship's power to the unloading equipment and ship's service load. And when the vessel is underway one of the two shaft alternators will supply the ship's power to reduce fuel consumption and emissions. The new propulsion plan has made this vessel more economical and environmentally friendly. The *Michipicoten* repower gave this vessel a new lease on life as a motor vessel and reflects the Lower Lakes Towing motto: "Don't Give Up the Ship".

Cargo carried on the Michipicoten includes stone, iron ore, coal and other bulk commodities.

The Michipicoten was the last steam-powered vessel in the Lower Lakes Towing fleet.

Previous names:

Elton Hoyt: 1952 - 2003

Michipicoten: 2003 - present

