

M/V MISSISSAGI

RAND
LOGISTICS, INC.

VESSEL PROFILE

ABOUT THE M/V MISSISSAGI

This L6-S-B1 designated "Maritime Class" straight-deck bulk carrier was built in 1943 for the United States Maritime Commission at a cost of approximately \$2.2 million. The designation meant that it was a Great Lakes vessel (L), 600-699 feet long (6), steam powered (S), particular design type (B), and sub-design (1). It was initially powered by a ship-yard built 2,500 horse-power triple expansion steam engine. Even though the Coast Guard had signed off on the construction of the sixteen "Marimier Class" vessels, the *George A Sloan's* deck cracked on her first trip in moderate seas on Lake Huron in September, 1943. As a result the Coast Guard ordered all the Maritimers to have their hulls strengthened using 3 feet wide by 2-inch thick steel strapping. In 1966 the vessel was acquired by Bradley Transportation Co., owned by the Michigan Limestone Division of U.S. Steel Corp., and converted her to a self-unloader by Fraser Shipyards, Superior, WI. The vessel was repowered in 1984-85 with a pre-production model 4,500 b.h.p. 12-cylinder Caterpillar 3612TA marine diesel engine burning intermediate grade 320 fuel. Her oil-fired boilers were retained to provide steam for the steering engine, winches, and ballast pumps. At the end of the 2000 shipping season, the *George A. Sloan* laid up in Sarnia, Ontario pending a sale to Lower Lakes Towing Ltd. The sale was finalized in late March, 2001 when dock crews began work on the Sloan, preparing her to sail as a Canadian registered vessel. This work involved meeting higher standards for fire protection throughout the vessel. The vessel was reflagged Canadian, the hull painted the Lower Lakes color scheme and she was christened *Mississagi* on April 21, 2001. Today she serves customers handling coal, salt, stone, sand and other aggregates in and out of large and small ports on the Great Lakes and rivers feeding them. Cargo carried on the Mississagi includes stone, iron ore, coal and other bulk commodities.

SPECIFICATIONS

LENGTH	620'
BEAM	60'00"
DEPTH	35'00"
MIDSUMMER DRAFT	25'06"
UNLOADING BOOM LENGTH	265'
UNLOAD RATE	3,500- 4,000 NT/hr
CAPACITY	17,500 tons
CUBIC CAPACITY	519,970
OPERATING SPEED	11.0 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

The Mississagi is named after the Mississagi Strait in northern Lake Huron. Lafarge Cement operates a stone quarry at Meldrum Bay where ships load. The Mississagi departed on her maiden voyage May 3, 2001 light to Bruce Mines where she loaded stone for Toledo, OH arriving there early May 6, 2001.

Previous names:

George A. Sloan: 1943 – 2001

Named in honour of Mr. George Arthur Sload who was a director and member of the finance committee of U.S. Steel Corp. at the time.

