

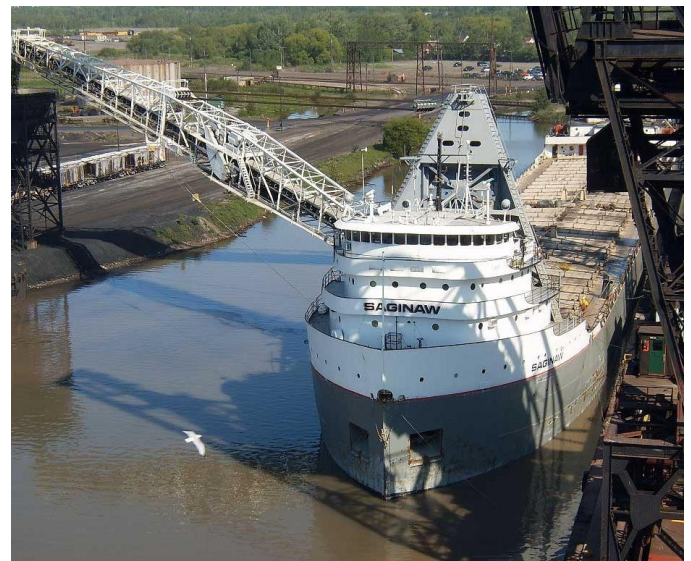
VESSEL PROFILE

ABOUT THE M/V SAGINAW

This Great Lakes self-unloading bulk carrier was built as Hull #417 by the Manitowoc Shipbuilding Co., Manitowoc, WI for the American Steamship Co. She was launched May, 1953 as the *John J. Boland* (3) and is one of the three near sister vessels built by this shipyard. Her first cargo was a load of limestone on September 25, 1953 from Port Inland, MI for a lower lakes port. Her cargoes were stone and coal throughout her tenure with ASC until the mid-eighties when she was laid up with an uncertain future. In the early 1990's ASC refit the *John J. Boland* including upgrading her instruments and remodeling her cabins. She was returned to service on her usual trade routes until she was laid up again at Fraser Shipyards in 1998 when the announcement came she would not sail the 1999 navigation season. On October 22, 1999, after 46 years of service, Lower Lakes Towing Ltd. purchased the *John J. Boland*. The vessel was taken in tow from Fraser Shipyards to the Government Dock, Sarnia, Ontario. She received a refit, upgrades, and a coat of Lower Lakes grey for her hull. The vessel was christened *Saginaw* on November 20, 1999 in honour of Michigan's Saginaw River. On January 2, 2008 *Saginaw* arrived in Sarnia for winter layup under steam power for the last time. During the next five and a half months the original 1953 vintage steam propulsion plant was removed and replaced with a new diesel propulsion plant.

SPECIFICATIONS

LENGTH	640'
BEAM	72'00"
DEPTH	36'00"
MIDSUMMER DRAFT	26'02"
UNLOADING BOOM LENGTH	250'
UNLOAD RATE	3,500 NT/hr
CAPACITY	21,500 tons
CUBIC CAPACITY	708,610
OPERATING SPEED	13 knots
AVERAGE CREW ON BOARD	18-20



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.

VESSEL PROFILE

MORE ABOUT THE VESSEL

A new Caterpillar MAK 6M43 rated at 6000 bkw @ 500m rpm main engine coupled to a Lufkin vertical offset gearbox with a 4.265:1 ration and a live power take-off was fitted: the main engine now running on IF180 or diesel fuel. The vessel successfully departed Sarnia on June 12, 2008 as a motor vessel. The new diesel propulsion plant gives the vessel better fuel economy with a service speed of 13 knots. And with this new plant, *Saginaw* could have another 55 years of operation.

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

The *Boland* was the former flagship of the American Steamship Company and was another vessel which the industry had written off, only to see its career revived by Lower Lakes Towing. Being the second acquisition of this newly-formed Lower Lakes Towing, the purchase of the S/S John J. Boland from the Reiss family, a long-established family in the Great Lakes shipping represented a great success for the Company.

Previous names:

John J. Boland: 1953 – 1999

Launched as the John J. Boland - This was the third lake boat to carry the John J. Boland name. Mr. John James Boland was born in Buffalo, NY in 1875. He developed a vessel brokerage business and in 1904, formed a partnership with Mr. Adam E. Cornelius resulting in the firm Boland & Cornelius which further resulted in the formation of the American Steamship Company in 1907. Mr. Boland died in October 1956.

Saginaw: 1999 – present

