

VESSEL PROFILE

ABOUT THE M/V TECUMSEH

This vessel was built by Lockheed Shipbuilding & Construction, Seattle, WA in 1971. The 641-foot bulk carrier *Sugar Islander*, is hailed as the largest merchant vessel ever built at Seattle. It was registered at 15,544 gross tons and able to carry 30,124 tons per trip. It was built with two 6,000 bhp Pielstick 12PC-CV-400 diesel power plants. She was built for long-term charter to the California & Hawaiian Sugar Co., designed to carry raw sugar from Hawaii to the mainland. This vessel was the largest dry bulk carrier yet built in a United States shipyard for ocean service. The 18,049 gross ton bulk vessel can now carry 29,894 tons of cargo at full draft. It became *Islander* for Islander Shipholding Inc. in 1996, the *Judy Litrico* for the United Maritime Group in 1996, and *Tina Litrico* in 2006. In 2010, the ship was sold to Lower Lakes Towing and underwent a refit at Veracruz, Mexico. After 40 years of running exclusively in the tropics, vessel *Tecumseh* arrived at Montreal on December 29, 2011. *Tecumseh* was upbound in the Seaway for the first time on April 9, 2012, heading for Thunder Bay and a new career on the Great Lakes. Since the acquisition of vessel *Tecumseh*, she has remained active in the grain trade on the Great Lakes.

SPECIFICATIONS

LENGTH	641
BEAM	78'
DEPTH	45'03' 12.6 knots
MIDSUMMER DRAFT	25'06"
UNLOADING BOOM LENGTH	N/A
UNLOAD RATE	N/A
CAPACITY	29,510 tons
CUBIC CAPACITY	1.195.986 cu ft.
OPERATING SPEED	
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

Previous names:

Sugar Islander: 1973-1996

Islander: 1996-1996

Judy Litrico: 1996-2006

Tina Litrico: 2006-2011

