



 **Interlake**
MARITIME SERVICES

2022 Summer Meeting



**AMERICAN
GREAT LAKES PORTS
ASSOCIATION**

Barker/Tregurtha Families

Confidential
 Interlake
MARITIME SERVICES



Mark Barker
President



The
Moran
Towing
Company

Ted Tregurtha
President



James A Barker
President



Mormac
Marine Co.



Ship Docking
LNG Ship Docking
Towing
Bulk and Oil Barges



Moran
Environmental
Recovery

Passenger Service
Atlantic Highlands, NJ To NYC
New Bedford, MA To
Martha's Vineyard

Currently Support Company
Operated Tankers
and LNG Carriers
Managed Ready Reserve
Vessels



Interlake

HOLDING COMPANY

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 **Interlake**
MARITIME SERVICES



Interlake

MARITIME SERVICES
Cleveland, Ohio



Lake Michigan

CARFERRY



Interlake

LOGISTICS SOLUTIONS



Interlake

PORT SERVICES

Ludington, Michigan



The Interlake Steamship Company

Cleveland, Ohio

Soo Maritime Services



Sault Ste Marie, Michigan



Overview




- Consistently engaged, together with its predecessors, in delivering raw materials across the Great Lakes since 1883.
- Privately held since 1987.
- Headquartered in Cleveland, Ohio (Middleburg Heights)
- Largest privately held U.S.-Flag fleet on the Great Lakes.
- Significant depth of experience and in-house capabilities.
- We are proud of our many achievements, including our safety record, our customer service, our ability to be flexible and adapt, and our pioneering nature.

Our Vision

“To evolve and diversify within the transportation industry while promoting an industry leading culture and innovating through technology”

Our Values

We embrace the values of
Integrity, Respect,
High Performance &
Accountability.

 The Interlake Steamship Company <small>an Interlake Maritime Services company</small>	Overall Length	Carrying Capacity in Gross Tons	Sustainability & Lowered Emissions
M/V Paul R. Tregurtha 	1013' 6"	68,000	Re-engined 2010 EGS 2018
M/V James R. Barker 	1004'	63,300	EGS 2016
M/V Mesabi Miner 	1004'	63,300	EGS 2017
M/V Lee A. Tregurtha 	826'	29,300	Repowered 2006 EGS 2016
M/V Hon. James L. Oberstar 	806'	31,000	Repowered 2009 EGS 2015
M/V Kaye E. Barker 	767'	25,900	Repowered 2012
M/V Herbert C. Jackson 	690'	24,800	Repowered 2016
Tug/Barge -Dorothy Ann/Pathfinder 	700' 2"	26,700	#2 Diesel
M/V Mark W. Barker 	639'	26,000	#2 Diesel
INTERLAKE LEASING III M/V Stewart J. Cort 	1000'	58,000	#2 Diesel

Interlake Steamship Fleet

- Operate nine ships, one ship in long term lay-up
- Stewart J. Cort is managed for Cleveland-Cliffs
- New Vessel in final stages of outfitting in Sturgeon Bay, WI
- 2006-2016 completed a large modernization program on existing vessels including conversions from steam-to-diesel power and installation of closed-loop Exhaust Gas Scrubbers
- Carry 18-20 million tons of Iron Ore, Limestone, Coal and Salt per season





Tug Undaunted/Barge Pere Marquette 41

- Cargoes
 - Scrap
 - Armor Stone
 - Pig Iron
 - Bottom Ash
 - Slag
 - Steel



S.S. Badger



M/V Mark W. Barker

L.O.A. = 639'-0"

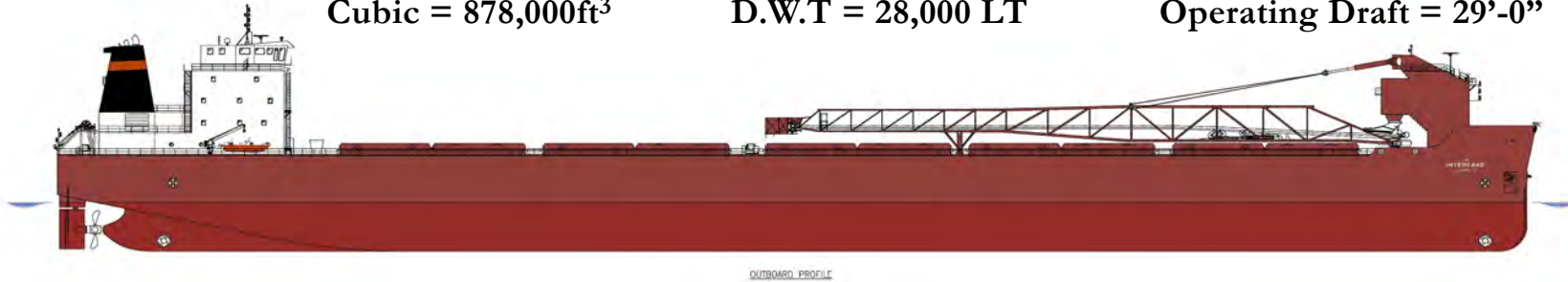
Breadth = 78'-0"

Depth = 45'-0"

Cubic = 878,000ft³

D.W.T = 28,000 LT

Operating Draft = 29'-0"



MAIN PROPULSION EQUIPMENT

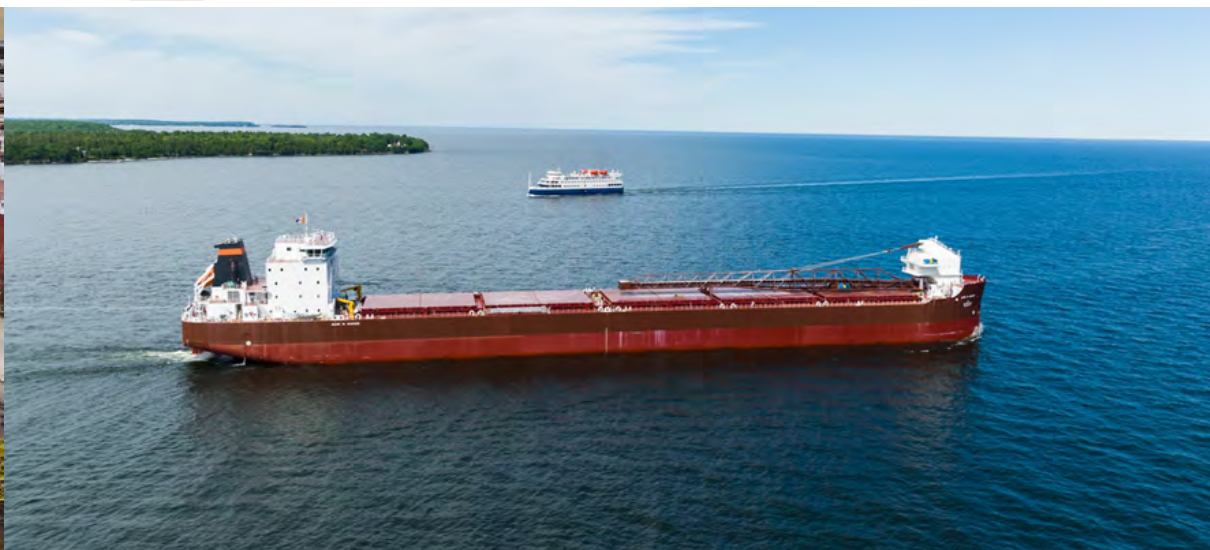
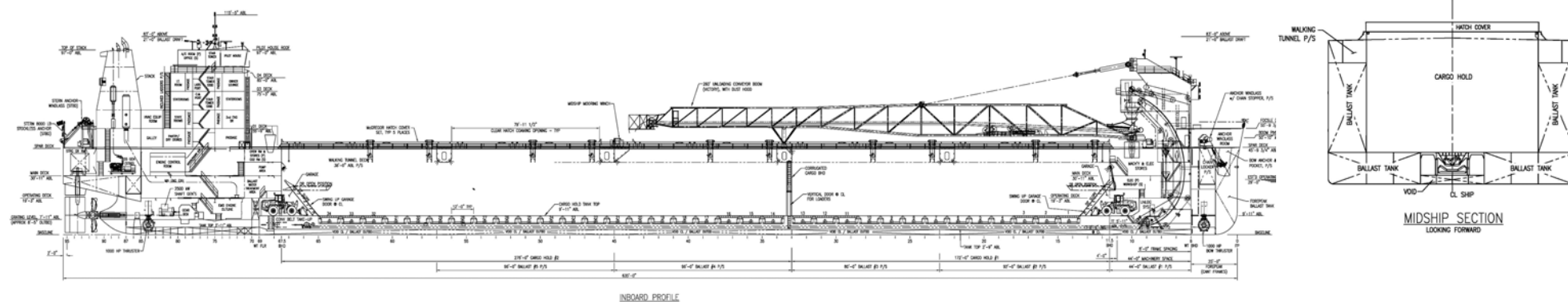
- Main Engines: Two (2) EMD, 16-Cylinder rated 3000kx/4000BHP 900 rpm
- Shaft Generators: Two (2) 2500kw/generators
- Reduction Gear: One (1) Lufkin twin input/single output, 7.5:1.0 ration
- Propeller: One (1) 4-bladed KaMeWa, 18'-0" dia, CPP
- Ship Service Generator: One (1) Cat C32, 940kw

UNLOADING EQUIPMENT

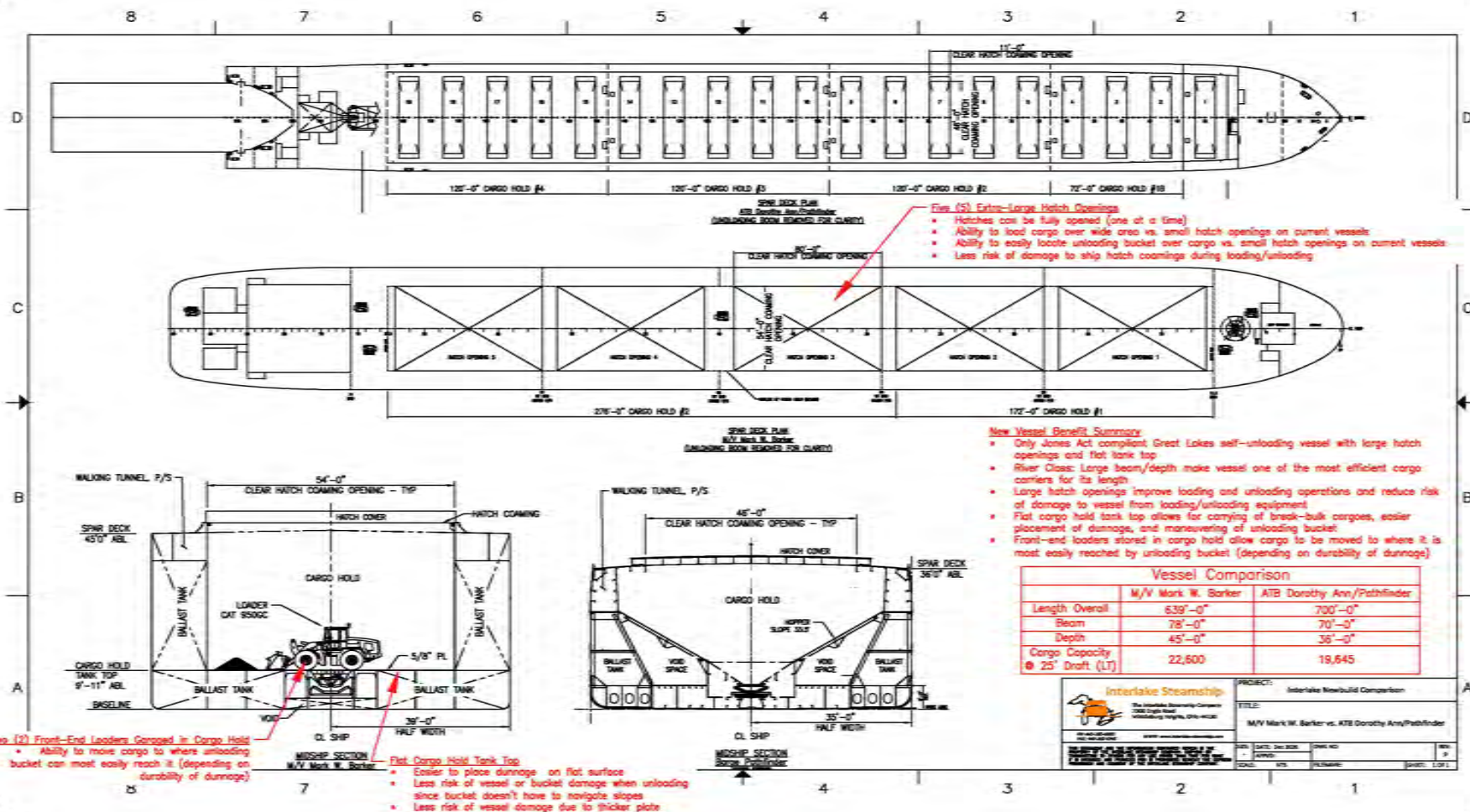
- 260' Boom w/60" belt, 6,000 lt/hr
- 90" Ems-Tech Tunnel Loop conveyor belt
- 96" Ems-Tech Inner Loop Belt
- Hold Gates: 34 Basket Type, 4'11" W x 8'-4" L gate openings
- Two (2) Caterpillar 938M Front-end Loaders

M/V Mark W. Barker

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Comparison to our TDA/Pathfinder



Cargo Features

MacGregor Hatches

- 5, 46' x 80' Hatches
- Full load bearing capability

Square Cargo Hold

- Flat bottom cargo hold allows for more cubic capacity
- Project cargo capable, wind towers, oversize
- Easy to load in and load out non-traditional bulk cargo, HBI/Pig Iron/Steel

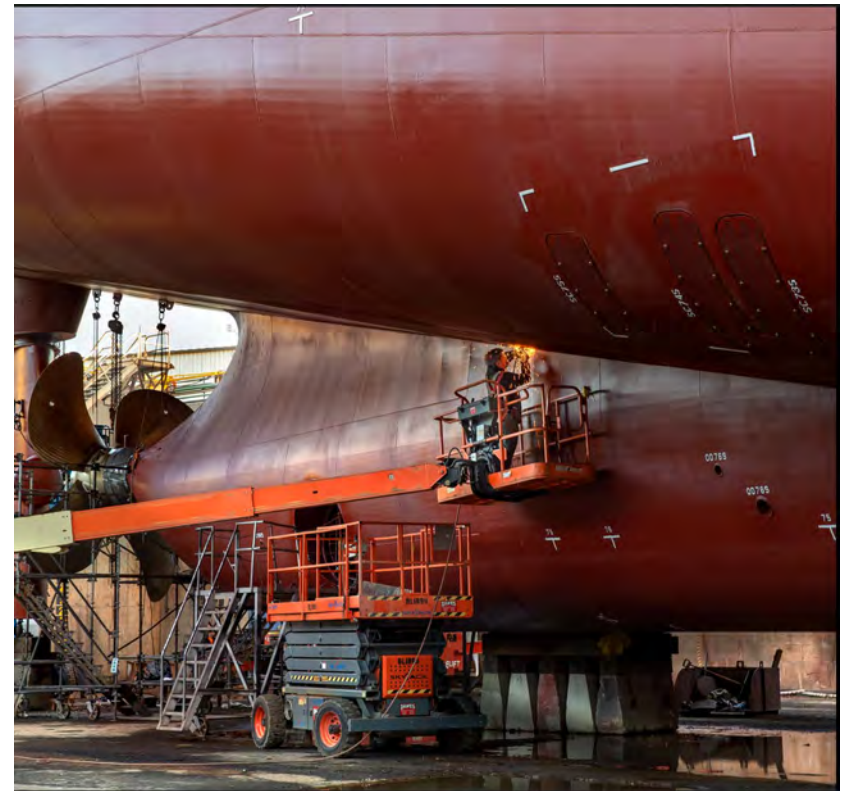
Centerline Flush Conveyor System

- Variable speed belt system
- Allows for easy unloading of free flowing bulk while allowing for other cargoes



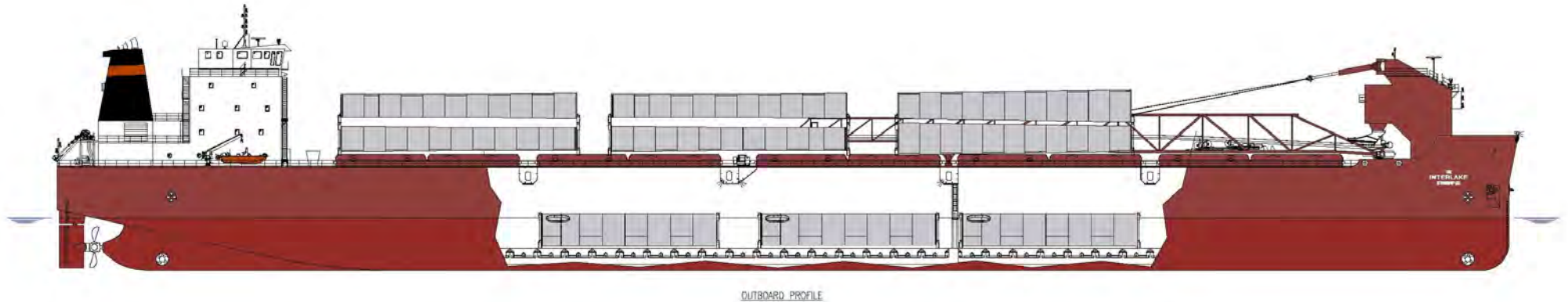
Efficiency

- Optimized hull form
- Hogner stern, increase water flow to propeller, reduced ship wake
- Integrated rudder and propeller
- High Lift rudder for better low speed maneuverability
- 1,000 hp bow and stern thruster (1 mph moving sideways)



Non –Traditional Cargoes

New Vessel



Existing Vessels

- Open to exploring opportunities to open new markets by piggy backing onto our ships

New Opportunities

- Truck shortages, how can we work together to move freight
- Lakes Feeder Services (Jones Act/Non-Jones Act Qualified depending on routes)
- Freight Alternatives to moving tractor trailers from highway to water, Badger like truck service
- Any other ideas

Thank You
Questions?

