

M/V MARK W. BARKER



The first Great Lakes bulk carrier to be built on the Great Lakes in more than 35 years, *M/V Mark W. Barker* is also the first new build for Interlake since 1981.



U.S. Crewed.



U.S. Built.



U.S. Owned.

This highly versatile River-Class vessel highlights Interlake's long-term commitment to corporate social responsibility and sustainability.

All aspects of the vessel have been designed to ensure that it will have a low environmental impact to the Great Lakes and to those who work and live aboard.

26,000

Carrying Capacity
in Gross Tons

639.0'

Overall Length

2022

Year Built

45.0'

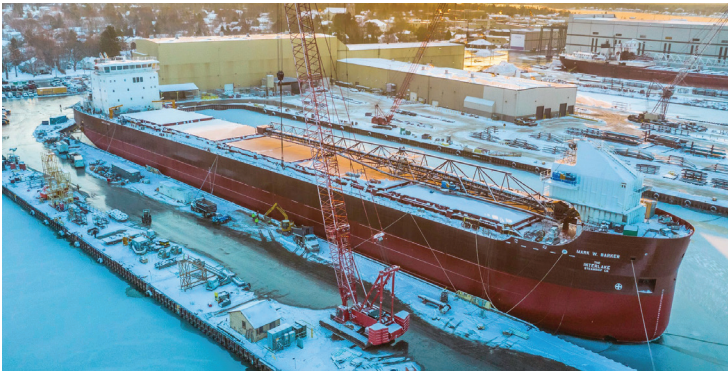
Hull Depth

78.0'

Beam

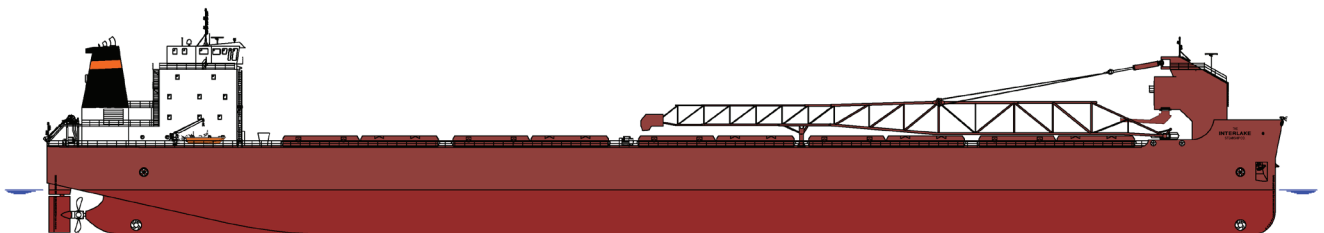
8,000

Engine Horsepower



The ship's forward-looking design features include lowered emissions, high-efficiency propulsion and maneuverability, and enhanced cargo solutions to meet customer demands.

- Constructed at Fincantieri Bay Shipbuilding in Sturgeon Bay, Wisconsin, the 639-foot ship will carry all types of cargo throughout the freshwater Lakes and River systems but was designed to navigate the tight bends of the Cuyahoga River in Cleveland.
- The *Mark W. Barker* is named for Interlake's President and second-generation leader of the family-owned and -operated Interlake Steamship fleet.
- The *Mark W. Barker* is the first ship on the Great Lakes with engines that meet EPA Tier 4 emissions standards.
- She is powered by twin EMD main engines generating 8,000 total horsepower that turn a single four-blade, controllable-pitch propeller through a Lufkin twin-input, single-output gearbox. She is outfitted with 1,000-hp Kongsberg bow and stern thrusters.
- Her hull has been optimized for efficiency and all systems have been designed to ensure low energy consumption. A Kongsberg high-lift rudder optimizes the wake through the propeller.
- Five large hydraulically controlled stackable MacGregor hatches, more commonly found on ocean-going vessels, offer enhanced flexibility with project cargoes and expedite loading operations.
- Unlike most Great Lakes freighters, the *Mark W. Barker* has a square-shaped, flat-bottomed cargo hold instead of a traditional V-shaped hold that funnels bulk cargo onto conveyor belts for offloading.
- The combination of larger hatch openings and additional cargo hold space was designed with future cargoes in mind to include non-free-flowing bulk material such as wind-turbine blades and project cargo.
- In addition, the unloading boom is located on the forward end of the ship, offering flexibility for cargo operations in congested ports. Many Great Lakes customers find the forward boom more advantageous to allow placement of cargoes in preferred areas for access at their docks.



The newest self-unloading bulk carrier has a unique cargo hold arrangement and cargo hatch covers designed for maximum cubic space and the ability to handle difficult cargoes.