The William J. De Lancey was rechristened Paul R. Tregurtha at Sturgeon Bay on May 23, 1990. The vessel was named in honor of Mr. Paul Richard Tregurtha; Vice Chairman of Interlake Steamship Co., and Chairman, C.E.O., and 50% owner of Mormac Marine Group, Inc. (owner of the Interlake Steamship Co.).

As the Paul R. Tregurtha, in April of 1992 the vessel was noted to have had a collision while docking at Detroit Edison, St. Clair, MI damaging her #1 port ballast tank. On December 18, 1997; the vessel damaged both her #1 port and starboard ballast tanks while docking in Cleveland.

The large self-unloading bulk carrier is powered by 2 Colt-Pielstick model 16PC2-3V-400 V-16 cylinder, four stroke, single acting diesel engines each rated at 8,560 b.h.p. built by Fairbanks Morse Engine Div., Colt Industries, Beloit, WI. Burning intermediate grade 280 fuel, power is directed through a Falk single reduction gear box to twin 17'06" (5.33m) diameter controllable pitch propellers giving the vessel a rated service speed of 15.5 m.p.h. She is equipped with a 1,500 h.p. bow thruster. Equipped with 36 hatches servicing 5 holds; the vessel is capable of loading up to 100,000 tons of ore per hour or 6,000 net tons of coal per hour. The self-unloader displaces 14,497 tons (14,730 mt) lightweight.

Her Stephens-Adamson design loop belt elevator system feeds a stern mounted 260' (79.25m) discharge boom that can be swung 100 degrees to port or starboard and is capable of unloading at a rate of 10,000 tons (10,161 mt) (equivalent of 63,616 long tons by comparison). The MV Paul R. Tregurtha is the current "Queen of the Lakes", a title given longest active shipping vessel on the Great Lakes at over 1,000 ft long. Built in 1981, she was the last "thousand footer" launched on the Great Lakes. In the past decade, she has been involved in two notable grounding incidents, once in Sault Ste. Marie, MI (2013) and once in Duluth, MN (2014).

The MV Paul R. Tregurtha is a 1,083-foot (329.9m) long vessel that has been noted to have had a collision during the docking process. In a recent event, the vessel was reported to have experienced damage to her ballast tanks. The event occurred on December 18, 1997, during docking procedures in Cleveland. The damage resulted in the spillage of ballast water, which is a common occurrence in the docking process. The vessel's operations were not significantly impacted, and the incident is undergoing investigation by maritime authorities.

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