

News

RAND LOGISTICS' BARGE, FORMERLY KNOWN AS THE LEWIS J. KUBER, SETS SAIL AS THE MENOMINEE

Rand Logistics, Inc. has renamed its U.S. flagged, self-unloading, non-propelled cargo barge, formerly known as the Lewis J. Kuber, the Menominee. The Menominee, which is integrated with the tug, M/V Olive L. Moore, completed fit out last week, and the Articulated Tug and Barge (ATB) unit began its 2017 Sailing Season on May 14, 2017.

Keeping with the Company's tradition of naming its vessels after native North American waterways and regions, the Menominee is named after the Menominee River in northwestern Michigan and northeastern Wisconsin. The barge has a capacity of approximately 24,450 net tons and length of 610 feet. The ATB has a 728-foot length overall and a beam of 70 feet and operates with a crew of thirteen. Cargo carried on the Menominee includes grain, stone, iron ore, coal, and other bulk commodities.

Rand purchased the barge, Lewis J. Kuber, and the tug, Olive L. Moore, in February 2011 from KK Integrated Shipping. The barge was originally built as a straight deck bulker in 1952 by Bethlehem-Sparrows Point Shipyard in Sparrows Point, Maryland and became a self-unloading vessel in 1980. In 2006, the vessel completed a conversion to a new articulated self-unloading notched barge. Previous barge names include the Sparrows Point, from 1952 to 1991, and the Buckeye 3, from 1991 to 2006, when the barge was named the Lewis J. Kuber.

About Rand Logistics

Rand Logistics, Inc. is a leading provider of bulk freight shipping services throughout the Great Lakes region. Through its subsidiaries, the Company operates a fleet of three conventional bulk carriers and twelve 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



Above: The barge with official lettering completed while in drydock.

Below: The barge, Lewis J. Kuber, which has now been renamed the Menominee, and the tug, Olive L. Moore.



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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