



## ***Press Release***

### **RAND LOGISTICS RENAMES BARGE THE MAUMEE FORMERLY KNOWN AS THE JAMES L. KUBER**

Jersey City, NJ – March 19, 2019 -- Rand Logistics, Inc. (the “Company” or “Rand”), a leading provider of bulk freight shipping and ship repair services throughout the Great Lakes region, today announced the Company has renamed its US flagged self-unloading, non-propelled cargo barge, the James L. Kuber, to the Maumee. The Maumee is integrated with the tug, M/V Victory, and the Articulated Tug and Barge (ATB) unit will fit out this spring to begin its 2019 Sailing Season.

Keeping with the Company’s tradition of naming its vessels after native North American waterways and regions, the name Maumee references the Maumee River which runs from northeastern Indiana into northwestern Ohio and Lake Erie in the United States. The Port of Toledo is located at the mouth of the Maumee River, where the vessel will frequent carrying various commodities. “Maumee” is also a historical fleet name which references the M/V Maumee, a self-unloader retired by the Company several years ago.

Rand purchased the barge James L. Kuber and the tug Victory in February 2011 from KK Integrated Shipping. The Articulated Tug and Barge (ATB) has 815-foot length overall, a beam of 70 feet, and capacity of approximately 25,500 net tons and operates with a crew of thirteen. Cargo carried on the Maumee includes iron ore, grain, stone, coal, and other bulk commodities.

The barge was originally built as a straight deck bulker in 1953 by Great Lakes Engineering Works in River Rouge, Michigan and received a 260-foot self-unloading system in 1982. In 2008, the vessel completed a conversion to a new articulated self-unloading notched barge.

#### **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, Lower Lakes Towing, Ltd. and Grand River Navigation Company, 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. Conneaut Creek Ship Repair, Inc. is a subsidiary of Rand Logistics, focusing on industrial maintenance, fabrication and ship repair on the Great Lakes and throughout the northeast.

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