

SUMMARY OF LCA MEMBERSHIP AS OF DECEMBER 31, 2007

MEMBER CARRIER	NUMBER OF VESSELS	GROSS REGISTERED TONNAGE	MID-SUMMER CAPACITY (NET TONS)	CAPACITY PER FOOT OF DRAFT (NET TONS)
American Steamship Company	16	321,309	664,215	31,836
Armstrong Steamship Company.....	1	35,923	68,757	3,192
Bell Steamship Company.....	1	27,482	44,308	2,136
Central Marine Logistics, Inc.	3	38,826	96,544	4,548
GLF Great Lakes Corp.....	1	24,199	58,240	3,096
Grand River Navigation Company, Inc.....	4	39,891	67,394	4,152
Great Lakes Fleet, Inc. / Key Lakes, Inc.	7	144,423	303,145	15,156
HMC Ship Management, Ltd.	1	6,967	12,656	972
Inland Lakes Management, Inc.	3	21,780	40,281	2,460
The Interlake Steamship Company	8	179,137	356,346	17,160
KK Integrated Logistics	4	24,544	50,325	2,796
Lake Michigan Carferry Service	1	4,244	N/A	N/A
Lakes Shipping Company, Inc.....	2	26,620	61,892	3,192
Pere Marquette Shipping Company	2	3,982	5,750	636
Soo Marine Supply, Inc.....	1	53	N/A	N/A
Upper Lakes Towing Company, Inc.	2	15,197	23,744	1,344
VanEnkevort Tug & Barge, Inc.	2	17,302	44,800	1,812
Wisconsin & Michigan Steamship Company.	3	29,317	66,192	3,636
TOTALS	62	961,196	134,736	6,792

N/A: Lake Michigan Carferry Service carries passengers and cars. Soo Marine Supply, Inc. carries supplies to vessels.

EXPLANATION OF TERMS AND ABBREVIATIONS

Self-propelled ships and integrated tug/barge units are listed in order of Gross Registered Tonnage. When bulk freighters have been converted to self-unloaders, or vessels of other types have been converted for Great Lakes service, the year of conversion has been indicated. A year enclosed in parentheses indicates when the vessel was lengthened.

Mid-Summer Draft is the maximum depth to which the vessel can load when transiting the Soo Locks. A "+" next to the draft indicates the vessel can load deeper when water levels in the St. Marys River or trade routes permit (i.e., Escanaba, Michigan, to lower Lake Michigan ports).

A "B" in the Thruster column means the vessel is equipped with a bow thruster; an "S", a stern thruster.

In the Fuel column, a "D" means the vessel is diesel-powered. An "O" means the ship burns bunker oil to power its steam turbines.

Vessel classes are those developed by the U.S. Army Corps of Engineers for determining which lock(s) at the Soo a vessel may transit. Vessel classes are based on hull length and are listed below. A "P" indicates the vessel's class restricts it to the Poe Lock:

U.S. ARMY CORPS OF ENGINEERS

VESSEL CLASSES

Class X	950' - 1,099'*
Class IX	850' - 949'
Class VIII	731' - 849'
Class VII	700' - 730'
Class VI	650' - 699'
Class V	600' - 649'
Class IV	550' - 599'
Class III.....	500' - 549'
Class II.....	400' - 499'
Class I.....	399' and less

* The longest U.S.-Flag vessel in service on the Great Lakes measures 1,013' 06".

Mid-Summer Capacity is the maximum amount of cargo the vessel can carry when transiting the Soo Locks up to a maximum loaded draft of 28' 00".

The Capacity Per Inch of Draft reflects the incremental tonnage carried at normal loaded draft.