

**SUMMARY OF LCA MEMBERSHIP AS OF DECEMBER 31, 2009**

MEMBER CARRIER	NUMBER OF ENROLLED 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
Andrie, Inc.....	2	16,811	35,200	1,776
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
Grand River Navigation Company, Inc.....	5	50,938	97,578	5,592
Great Lakes Fleet / Key Lakes, Inc. ....	8	168,622	361,385	18,252
Inland Lakes Management, Inc. ....	1	8,018	17,097	1,044
The Interlake Steamship Company .....	7	179,132	356,346	17,160
KK Integrated Logistics .....	2	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 .....	1	3,982	5,750	636
Soo Marine Supply, Inc.....	1	53	N/A	N/A
Port City Marine Services.....	1	7,727	9,520	638
Port City Steamship Company.....	1	6,967	12,656	972
Upper Lakes Towing Company, Inc. ....	1	15,197	23,744	1,344
VanEnkevort Tug & Barge, Inc.....	1	17,302	44,800	1,812
<b>TOTALS .....</b>	<b>55</b>	<b>953,697</b>	<b>1,950,117</b>	<b>96,926</b>

\* Lakes Shipping Company, Inc. has one vessel, the JOHN SHERWIN, that is not enrolled with LCA. The vessel has not operated since 1981. Inland Lakes Management, Inc. has four cement carriers that are not enrolled in LCA: J.A.W. IGLEHART, PAUL H. TOWNSEND, S. T. CRAPO, and J. B. FORD. The vessels are used as floating storage silos.

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. That measurement is derived by dividing the vessel's internal dimensions by 100.

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. Iron ore from Escanaba, Michigan, to lower Lake Michigan ports, and coal from Superior, Wisconsin, to Silver Bay, Minnesota, and Taconite Harbor, Minnesota, are the primary trades that benefit from the deeper drafts.

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 Foot of Draft reflects the incremental tonnage carried at normal loaded draft.