



# Lake Carriers' Association

## For Immediate Release

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### Vessel Idled For 8 Years Put Back In Service

## Mills Hungry For Ore, So Lakes Float Soars

Cleveland---With the nation's steel mills operating at more than 87 percent of capacity, demand for iron ore was strong in July. As a result, shipments on the Great Lakes in July reached their highest level yet this year: 6.8 million tons.

So strong is demand for iron ore that the steamer *Edward L. Ryerson* returned to service on July 22. The ship had been idle since the end of 1998, primarily because it is a straight-decker that requires shoreside equipment to be unloaded. However, with no excess capacity in the fleet, the 730-foot-long *Ryerson* was fit-out at Bay Shipbuilding Company in Sturgeon Bay, Wisconsin. The vessel's first iron ore cargo was loaded at Escanaba, Michigan, and delivered to Indiana Harbor, Indiana. The *Ryerson* is under the command of Captain Eric Treece and Chief Engineer Peter Ilacqua.



*The Edward L. Ryerson moving into position at the ore dock in Escanaba, Michigan. Her first cargo totaled 28,700 tons. Launched in 1960, the Ryerson is operated by Central Marine Logistics, Inc. Photo courtesy Rod Burdick.*

For the year, the Lakes/Seaway iron ore trade stands at 30.6 million tons, an increase of 5.6 percent compared to both the same point in 2005 and the 5-year average for the January-July timeframe.

Lake Carriers' Association represents 18 American corporations that operate 62 U.S.-Flag vessels on the Great Lakes. These vessels carry the raw materials that drive the nation's economy: Iron ore and fluxstone for the steel industry, limestone and cement for the construction industry, coal for power generation.... Collectively, these vessels can transport as much as 125 million tons of cargo a year when high water levels offset the lack of adequate dredging of Great Lakes ports and waterways. More information is available at [www.lcaships.com](http://www.lcaships.com).

Source: Lake Carriers' Association

Contact: Glen G. Nekvasil, Vice President - Corporate Communications: (216) 861-0592

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*Information based on data from knowledgeable sources. However, accuracy cannot be guaranteed. Lake Carriers' Association assumes no legal responsibility for the outcome of decisions or commitments made on the basis of this information. This report represents the views of Lake Carriers' Association and may not necessarily represent the views of its individual members.*

Suite 915 • 614 West Superior Avenue • Cleveland, Ohio 44113-1383 • Fax: 216-241-8262 • Web site: [www.lcaships.com](http://www.lcaships.com)

### **The Association Representing Operators of U.S.-Flag Vessels on the Great Lakes**

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