

SUMMARY OF LCA MEMBERSHIP AS OF DECEMBER 31, 2006

MEMBER CARRIER	NUMBER OF VESSELS	GROSS REGISTERED TONNAGE	MID-SUMMER CAPACITY (NET TONS)
American Steamship Company	16	321,309	664,215
Armstrong Steamship Company.....	1	35,923	68,757
Bell Steamship Company.....	1	27,482	44,308
Central Marine Logistics, Inc.....	3	38,826	96,544
GLF Great Lakes Corp.....	1	24,199	58,240
Grand River Navigation Company, Inc.....	5	39,891	67,394
Great Lakes Fleet, Inc. / Key Lakes, Inc.	7	144,423	303,145
HMC Ship Management, Ltd.....	1	6,967	12,656
Inland Lakes Management, Inc.....	3	21,780	40,281
Integrated Shipping, LLC	4	24,544	50,325
The Interlake Steamship Company	8	179,137	356,346
Lake Michigan Carferry Service.....	1	4,244	N/A
Lakes Shipping Company, Inc.	2	26,620	61,892
Pere Marquette Shipping Company	2	3,982	5,750
Soo Marine Supply, Inc.....	1	53	N/A
Upper Lakes Towing Company, Inc.	2	15,197	23,744
VanEnkevort Tug & Barge, Inc.	2	17,303	44,800
Wisconsin & Michigan Steamship Company.....	3	29,317	66,192
TOTALS.....	63	961,197	134,736

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

EXPLANATION OF TERMS AND SYMBOLS

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.