



Lake Carriers' Association

For Immediate Release

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Two Vessels Return to Service Following Modernization

U.S.-Flag Lakes Cargos Up 3.5 Percent in September

Cleveland—Shipments of dry-bulk cargoes in U.S.-Flag Lakers totaled 11.9 million net tons in September, an increase of 3.5 percent compared to a year ago. The fleet outperformed its 5-year average for September by 6.6 percent.

The growth compared to a year ago came almost entirely in iron ore. Shipments neared 5 million net tons, an increase of 6.6 percent. Coal cargoes were virtually unchanged from a year ago.



The tug/barge Olive L. Moore/Lewis J. Kuber discharges limestone in Bay City, Michigan. The vessel entered service on September 13 and had carried more than 125,000 net tons of limestone by month's end. Photo: Todd Shorkey.

The limestone total benefited from the September 13 sailing of the tug/barge *Olive L. Moore/Lewis J. Kuber*. The self-unloading barge *Kuber* is the former steamer *Buckeye*. It was converted to a barge during the first three quarters of the year and immediately entered the stone trade upon leaving the shipyard in Erie, Pennsylvania. Also returning to service was the self-propelled *Lee A. Tregurtha*. The vessel sailed on September 29 following completion of installation of a new power plant. These vessels add nearly 55,000 net tons of per-trip capacity to the U.S.-Flag Lakes fleet.

For the year, U.S.-Flag carriage on the Great Lakes stands at 78 million net tons, a slight increase over the same point in 2005. However, the fleet total is more than 7 percent ahead of the 5-year average for the first three quarters.

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 transport as much as 125 million tons of cargo a year when high water levels offset lack of adequate dredging. More information is available at www.lcaship.com.

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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.

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

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