

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". A gross ton equals 2,240 pounds. To convert to a net ton (2,000 pounds), multiply by 1.12.

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