

## **2001 ANNUAL REPORT of Lake Carriers' Association**

### **2001 U.S.-FLAG VESSEL UTILIZATION RATES**

The 2001 dry-bulk shipping season began on February 19 when the cement-carrying barge SOUTHDOWN CONQUEST (Cement Transit Company) departed its winter berth in Chicago and sailed for its loading port in Charlevoix, Michigan. This was the second year in a row the SOUTHDOWN CONQUEST kicked off the season, but her 2001 sail date was 12 days later than the year before.

The next vessel to resume operations was the self-propelled FRED R. WHITE, JR. (Oglebay Norton Marine Services Company) on February 25. The vessel initiated the intraport movement of iron ore pellets to LTV Steel's Cleveland Works three days earlier than the year before.

The iron ore trade from Escanaba, Michigan, resumed on March 12 (a typical start date) when the self-unloading barge JOSEPH H. THOMPSON (Upper Lakes Towing) loaded pellets for delivery to Indiana Harbor. Central Marine Logistics' JOSEPH L. BLOCK pulled under the rig at Escanaba the next day.

The JAMES R. BARKER (Interlake Steamship) was the first 1,000-footer to sail, loading western coal at Superior, Wisconsin, on March 17 for delivery to Presque Isle, Michigan. The first 1,000-footer got underway on March 16 in 2000.

The Soo Locks opened on schedule on March 25. The first vessel to transit was the tug/barge unit JOYCE VANENKEVORT/GREAT LAKES TRADER (VanEnkevort Tug & Barge Inc.). Her destination was the ore dock in Presque Isle, Michigan. Downbound traffic also resumed that day, with the 1,000-footer EDGAR B. SPEER (Great Lakes Fleet, Inc.) hauling ore loaded in Two Harbors, Minnesota, for Gary, Indiana.

On April 1, the active U.S.-Flag Lakes fleet totaled 36 vessels. Their combined per-trip capacity – 1,257,195 gross tons – equaled 66.5 percent of the fleet's hauling power. Those totals represented dramatic decreases from a year earlier. With a full-blown crisis in steel, April 1 found the active fleet down by 15 hulls and 330,000 g.t. of per-trip hauling power.

The gap did narrow as the month progressed. By May 1, the active fleet numbered 56 vessels representing 92.7 percent of carrying capacity.

However, those totals still lagged behind 2000 by six vessels. More importantly, vessel utilization rates were about to fall. On May 2, American Steamship Company idled the ADAM E. CORNELIUS just 26 days after it sailed. ASC'S AMERICAN MARINER was withdrawn from service on May 15, 41 days after departing winter lay-up. May 23 found the JOYCE VANENKEVORT/GREAT LAKES TRADER tying up in Escanaba for a 16-day lay-up. The table below lists all the U.S.-Flag lakers that were withdrawn from service (some more than once) for various periods of time during the 2001 navigation season.

<b>Vessel</b>	<b>Lay-Up Period</b>	<b>Per-Trip Capacity (G.T.)</b>
ADAM E. CORNELIUS	May 2 – September 26	27,340
AMERICAN MARINER	May 15 – August 25	31,770
GREAT LAKES TRADER	May 23 – June 8	40,000
AMERICAN REPUBLIC	June 22 – July 29	24,270
KINSMAN INDEPENDENT	June 25 – September 16	18,800
GREAT LAKES TRADER	July 1 – July 13	40,000
JOSEPH H. THOMPSON	July 7 – August 25	21,200
EDGAR B. SPEER	September 8 – September 23	62,200
JOSEPH H. THOMPSON	September 19 – October 13	21,200
JAMES R. BARKER	September 25 – October 11	59,000

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The first season-ending lay-up came on August 15 when the ROGER BLOUGH (Great Lakes Fleet, Inc.) was withdrawn from service. The 854-foot-long BLOUGH is usually one of the last vessels to tie up each year, but with the ship dedicated to the iron ore trade, there was no longer any need for her services.

While there was a slight upturn in vessel utilization rates in the late summer and early fall, November ushered in more early lay-ups. The BUCKEYE (Oglebay Norton Marine Services Company) arrived her winter berth in Toledo on November 4. While the BUCKEYE's 2001 season was 79 days shorter than 2000, the 1952-vintage self-unloader fared much better than her sistership, Interlake's ELTON HOYT 2<sup>nd</sup>. The HOYT's prop never turned one revolution in 2001.

November also saw two of the 1,000-footers end their season prematurely – the JAMES R. BARKER (Interlake Steamship) on the 23<sup>rd</sup> and the WALTER J. McCARTHY, JR. (American Steamship) on the 26<sup>th</sup>. Without a doubt, those dates represent the earliest non-repair-related lay-up for any of the 1,000-footers.

December 1 found 53 U.S.-Flag lakers in operation, but the ranks thinned fast; 26 vessels, including five more 1,000-footers, were withdrawn from service by year's end. When the PHILIP R. CLARKE (Great Lakes Fleet, Inc.) closed the U.S.-Flag season through the Soo Locks on January 14, only seven other Jones Act lakers were still in operation. The cement trade ended on January 25 when the J.A.W. INGLEHART (Inland Lakes Management, Inc.) arrived Detroit with a winter load. The U.S.-Flag fleet "finished with engines" on January 29 when Central Marine's JOSEPH L. BLOCK arrived her winter berth at Bay Shipbuilding Company in Sturgeon Bay, Wisconsin.

In total then, the U.S.-Flag dry-bulk fleet was in service from February 19, 2001, until January 29, 2002, a season of 344 days. Honors for the longest sailing season again went to Cement Transit's SOUTHDOWN CONQUEST. The self-unloading cement barge was in service from February 19, 2001, to January 21, 2002, a season of 336 days.

### **U.S.-FLAG VESSEL UTILIZATION RATES: 2001-1992**

<b>Navigation Season</b>	<b>Length of Dry-Bulk Navigation Season</b>	<b>Number of Vessels Available for Service</b>	<b>Number of Vessels Which Saw Service</b>
2001	02/19/01 – 01/29/02 (344 days)	67	63
2000	02/07/00 – 02/05/01 (363 days)	69	66
1999	02/22/99 – 01/25/00 (337 days)	70	67
1998	02/20/98 – 01/30/99 (344 days)	69	67
1997	03/03/97 – 01/25/98 (328 days)	69	66
1996	03/04/96 – 02/01/97 (334 days)	70	66
1995	03/11/95 – 02/16/96 (342 days)	69	66
1994	03/15/94 – 02/10/95 (332 days)	69	66
1993	02/18/93 – 01/27/94 (343 days)	73	67
1992	03/10/92 – 01/19/93 (315 days)	74	66

The vessel utilization rates for 1995 and before have been recalculated since publication of the ANNUAL REPORT for those years to include all tug/barge units reporting cargo movement to LCA. The Number of Vessels Available for Service column counts vessels registered with LCA and hulls "in class" operated by non-members. A vessel that is "in class" has passed inspection by the American Bureau of Shipping and has a U.S. Coast Guard Certificate of Inspection (COI). Ships such as the JOHN SHERWIN, E.M. AND J.B. FORDs, S.T. CRAPO and L.E. BLOCK are not currently in class and therefore not considered available for service.