

2002 ANNUAL REPORT of Lake Carriers' Association

EXPLANATION OF TERMS AND SYMBOLS

Vessels are listed in order of Gross Registered Tonnage. An asterisk preceding the vessel's name indicates it is a straight-decker, *i.e.*, requires shoreside unloading equipment. There are only two straight-deckers still owned by LCA members – the EDWARD L. RYERSON (Central Marine Logistics, Inc.), and the JOHN SHERWIN (Lakes Shipping Company, a unit of The Interlake Steamship Company). Neither vessel is currently enrolled with LCA. The one other vessel listed in these rosters that is not enrolled with LCA is the self-unloading cement barge SOUTHDOWN CONQUEST (Cement Transit Company).

When bulk freighters have been converted to self-unloaders, or vessels of other types have been converted for Lakes service, the year of conversion has been indicated. A year enclosed in parentheses indicates when the vessel was lengthened.

The Mid-Summer Draft figure 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 to lower Lake Michigan).

A "B" in the Thruster column means the ship is equipped with a bow thruster; an "S", a stern thruster.

In the Fuel column, "D" means the vessel is diesel-powered. "O" means the ship burns bunker oil to power its steam turbines. There are no longer any coal-fired vessels registered with LCA or owned by its members.

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. "P" indicates the vessel's class restricts it to the Poe Lock:

CORPS OF ENGINEERS VESSEL CLASSES

Class X.....	950' - 1,099'	Class V	600' - 649'
Class IX.....	850' - 949'	Class IV	550' - 599'
Class VIII.....	731' - 849'	Class III.....	500' - 549'
Class VII.....	700' - 730'	Class II.....	400' - 499'
Class VI.....	650' - 699'	Class I.....	399' and less

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.