

## EXPLANATION OF TERMS AND SYMBOLS

Vessels 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 to lower Lake Michigan).

A "B" in the Thruster column means the vessel 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.

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:

### **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

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.