

LAKE CARRIERS' ASSOCIATION



The Greatest Ships on the Great Lakes

2003 STATISTICAL ANNUAL REPORT[©]

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LAKE CARRIERS' ASSOCIATION

The members of Lake Carriers' Association and their 57 U.S.-flag vessels have the combined capacity to move approximately 125 million tons of cargo annually and routinely haul well over half the cargo moved on the Great Lakes. These vessels compete in all major Great Lakes trades except direct overseas exports.

In promoting the common interests of its members and their customers, Lake Carriers' Association places special importance on legislative and regulatory matters. The Association's ultimate goal has always been to promote Safety and lessen hazards to navigation so commerce can achieve maximum efficiency. To reach this goal, LCA supports legislation and regulations that protect the environment but recognize the needs of commerce.

A leader in coalition building, LCA values its long-standing relationships with government agencies at the Federal, State, and Provincial level, maritime labor, and other industrial and environmental organizations in the United States and Canada.

*To facilitate a broad-based understanding of Great Lakes shipping and its role in the nation's economy, LCA compiles statistical information on vessels in service, the amount of cargo carried.... In addition to an Annual Report, the Association publishes Position Papers, a Statistical Annual Report, and brochures, produces videos on Great Lakes topics of special interest, and maintains an extensive Web site: **www.lcaships.com**.*

Lake Carriers' Association has been the voice of U.S.-flag vessel operators on the Great Lakes for nearly 125 years. As such, it is one of the oldest active trade organizations in the United States.

LCA has played a key role in the evolution of the Great Lakes region into America's industrial heartland. Under LCA's stewardship, the Great Lakes developed into the world's safest and most efficient waterway. Navigation safety procedures, such as separated traffic lanes, were pioneered on the Great Lakes and then adopted worldwide. The self-unloading ship was invented to serve the Great Lakes stone trade, and while today every vessel registered with Lake Carriers' Association is a self-unloader, this technology remains alien to most other maritime nations.

MEMBERS

American Steamship Company • Central Marine Logistics, Inc.

Cleveland Tankers Ship Management Inc. • Grand River Navigation Company, Inc.

Great Lakes Associates, Inc. • Great Lakes Fleet, Inc. / Key Lakes, Inc.

HMC Ship Management, Ltd. • Inland Lakes Management, Inc.

The Interlake Steamship Company • ISG Burns Harbor, LLC

Oglebay Norton Marine Services Company • Pere Marquette Shipping Company

Soo Marine Supply, Inc. • Upper Lakes Towing Company, Inc.

VanEnkevort Tug & Barge, Inc.

Lake Carriers' Association



The Greatest Ships on the Great Lakes

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2003 CARGO STATISTICS

The Greatest Ships on the Great Lakes

2003 GREAT LAKES DRY-BULK COMMERCE

The major dry-bulk cargo trades on the Great Lakes totaled 154.3 million net tons in 2003, a decrease of 5 percent compared to 2002 and a drop of 7.3 percent compared to the 5-year average. The vast majority of these cargoes moved in U.S.- and Canadian-flag lakers. In terms of dry-bulk cargo, salt water vessels are limited to the grain trade.

An analysis of U.S.-flag carriage begins on page 3. A summary of the major Great Lakes dry-bulk trades follows on pages 7 - 25.

GREAT LAKES DRY-BULK COMMERCE CALENDAR YEARS 1999-2003 AND 5-YEAR AVERAGE (net tons)

COMMODITY	1999	2000	2001	2002	2003	5-YEAR AVERAGE
IRON ORE						
From Lake Superior	48,119,165	50,838,371	40,895,075	46,249,620	41,321,104	45,484,667
From Lake Michigan.....	7,548,724	7,784,336	6,207,512	4,070,538	3,884,938	5,899,210
From Eastern Canada.....	11,632,374	10,942,001	8,570,932	8,597,065	10,135,198	9,975,514
TOTAL – IRON ORE	67,300,263	69,564,708	55,673,519	58,917,223	55,341,240	61,359,391
COAL						
From Lake Superior	17,160,280	17,033,182	18,708,650	19,966,279	19,520,190	18,483,717
From Lake Michigan.....	2,514,507	2,331,838	2,582,492	2,465,634	2,994,306	2,577,756
From Lake Erie.....	21,282,834	22,623,830	23,064,174	19,480,372	17,239,773	20,738,197
TOTAL – COAL	40,957,621	41,988,850	44,355,316	41,912,285	39,754,269	41,799,670
LIMESTONE						
From U.S. Ports	30,657,078	30,204,986	29,673,942	29,384,428	25,998,567	29,183,801
From Canadian Ports.....	6,585,998	7,116,220	7,180,562	6,863,570	7,115,172	6,972,305
TOTAL – LIMESTONE	37,243,076	37,321,206	36,854,504	36,247,998	33,113,739	36,156,106
SALT *	7,016,358	6,093,660	7,671,321	7,287,312	8,506,778	7,315,086
CEMENT	5,639,981	5,578,697	5,470,198	5,341,759	5,390,169	5,484,161
POTASH	606,014	688,858	563,882	587,296	579,352	605,081
GRAIN	15,866,884	15,099,337	14,011,286	12,094,537	11,624,713	13,739,352
TOTAL	174,630,197	176,335,316	164,600,026	162,388,410	154,310,260	166,458,847

* 2002 salt total revised after publication of 2002 Annual Report.

To convert iron ore to gross tons, multiply by .89286.

**GREAT LAKES DRY-BULK COMMERCE
CALENDAR YEARS 1994-2003**

YEAR	IRON ORE		COAL		LIMESTONE		SALT		CEMENT		POTASH		GRAIN		TOTAL	
	GROSS TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS	NET TONS
1994	61,341,444	68,702,408	35,201,937	31,766,327	7,233,503	4,548,011	666,918	18,107,236	166,226,340							
1995	63,478,886	71,096,342	32,810,324	33,654,092	6,786,650	4,751,247	657,256	18,800,637	168,556,548							
1996	64,396,820	72,124,429	34,763,699	34,217,928	7,902,232	5,088,879	595,194	15,296,904	169,989,265							
1997	64,126,328	71,821,478	39,847,848	38,074,961	7,857,648	5,355,448	767,400	16,648,744	180,373,527							
1998	65,285,812	73,120,100	42,054,337	39,699,757	8,766,829	5,587,004	801,829	15,585,978	185,615,834							
1999	60,089,529	67,300,263	40,957,621	37,243,076	7,016,358	5,639,981	606,014	15,866,884	174,630,197							
2000	62,111,356	69,564,708	41,988,850	37,321,206	6,093,660	5,578,697	688,858	15,099,337	176,335,316							
2001	49,708,498	55,673,519	44,355,316	36,854,504	7,671,321	5,470,198	563,882	14,011,286	164,600,026							
2002	52,604,667	58,917,223	41,912,285	36,247,998	7,287,312	5,341,759	587,296	12,094,537	162,388,410							
2003	49,411,818	55,341,240	39,754,269	33,133,739	8,506,778	5,390,169	579,352	11,624,713	154,330,260							
TOTAL	592,555,158	663,661,710	393,646,486	358,213,588	75,122,291	52,751,393	6,513,999	153,136,256	1,703,045,723							

**U.S.-FLAG CARRIAGE
CALENDAR YEARS 1994-2003
(net tons)**

YEAR	IRON ORE		COAL				LIMESTONE	CEMENT	SALT	SAND	GRAIN	TOTAL
	DIRECT SHIPMENTS	TRANS-SHIPMENTS	LAKE		LAKE ERIE							
			SUPERIOR	MICHIGAN								
1994	51,333,001	5,494,246	13,022,395	10,142,373	23,481,283	3,532,783	859,819	426,529	1,098,472	109,390,901		
1995	54,223,610	5,622,590	12,777,914	8,366,053	24,913,305	3,689,192	649,526	228,721	1,105,268	111,576,179		
1996	54,663,331	6,741,365	12,926,516	8,129,943	26,137,520	3,734,530	1,149,700	232,010	536,683	114,251,598		
1997	56,727,630	6,643,000	13,763,365	9,480,887	28,755,341	4,159,146	1,002,934	272,218	669,741	121,474,262		
1998	57,545,538	5,977,686	13,584,279	8,472,940	30,358,476	4,251,903	1,312,157	234,300	352,083	122,089,362		
1999	52,160,147	5,523,530	13,353,794	8,279,404	27,310,498	4,417,055	1,309,894	249,238	346,814	112,950,374		
2000	54,586,514	5,746,164	12,769,682	2,068,078	27,288,089	4,144,774	838,017	427,070	351,857	114,142,959		
2001	43,829,971	3,094,732	13,640,260	2,288,791	26,988,622	4,136,897	876,392	625,094	350,719	101,861,478		
2002	45,861,075	2,334,252	13,874,872	2,239,657	26,554,243	3,817,911	587,090	230,950	329,471	101,458,823		
2003	41,343,509	1,672,776	14,238,033	2,771,065	24,239,110	3,851,487	945,355	500,456	312,316	94,744,435		
TOTAL	512,274,326	48,850,341	133,951,110	84,691,535	266,026,487	39,735,678	9,530,884	3,426,586	5,453,424	1,103,940,371		

Through 1995, survey included LCA members and Great Lakes Associates, Inc. (then Kinsman). Expanded to include Andrie, Inc. (cement only), Merce Transportation (cement), Upper Lakes Barge (dry-bulk) and Upper Lakes Towing (dry-bulk) in 1996. Pere Marquette Shipping Company (dry-bulk) added to survey when it began operations in 1999. VanEnkevort Tug & Barge (dry-bulk) added to survey when it began operations in 2000. Merce Transportation and Upper Lakes Barge ceased operations in 2000. The iron ore transshipments were between Lorain, Ohio and Cleveland through 2002. Starting in 2003, the transshipments are an intraport movement in Cleveland. The breakdown of coal by Lake of loading began in 2000. Before that, the trade was broken down by type of coal, i.e., Eastern or Western.

2003 U.S.-FLAG CARGO CARRIAGE

The major U.S.-flag Great Lakes operators moved 94.7 million net tons of dry-bulk cargo in 2003, a decrease of 7 percent from 2002 and a drop of 10 percent compared to the 5-year average. While the decreases primarily reflect demand, the harsh winter did significantly slow the resumption of the limestone and coal trades in March and April.

Iron ore cargos moved in U.S.-flag lakers totaled 43 million net tons, a decrease of 11 percent when compared to 2002 and 16 percent when compared to the 5-year average. The downward trend mirrors the state of the American steel industry. During the period 1999-2003, 39 steelmakers and processors filed bankruptcy. The drop in iron ore transshipments is, however, not as great as the totals suggest. ISG's Cleveland Works now receives some of its iron ore directly in river-class vessels.

The U.S.-flag coal float totaled 21.9 million tons, a modest increase compared to both the previous year and the commodity's 5-year average. However, while the coal total is essentially unchanged, shipments of western coal from Superior, Wisconsin and South Chicago, Illinois are growing, while loadings of eastern coal at Lake Erie ports are declining. The shift recognizes increased reliance on low-sulfur coal at basin power plants and the reduction in coke-making facilities that use metallurgical coal.

Shipments of limestone totaled 24.2 million net tons, a decrease of 9 percent from 2002 and slightly less, 8.4 percent, when compared to the 5-year average. As noted, weather delayed resumption of the trade and demand was sluggish until the fall, but weather intervened again and the delays stalled the rally.

While the cement trade registered a slight increase, the 3.8 million net tons moved in 2003 represent a decrease of 6 percent from the 5-year average. Salt shipments rebounded significantly in response to the harsh winter of 2002/2003 and even topped the 5-year average. Sand cargos more than doubled, but grain shipments seem to have permanently settled in the vicinity of 325,000 net tons. Population shifts that have closed most of the grain mills in Buffalo, coupled with unit trains, have reduced this trade to a shadow of its former self.

U.S.-FLAG CARGO CARRIAGE **CALENDAR YEARS 1999-2003 AND 5-YEAR AVERAGE** (net tons)

COMMODITY	1999	2000	2001	2002	2003	5-YEAR AVERAGE
IRON ORE						
Direct Shipments.....	52,160,147	54,586,514	43,829,971	45,861,075	41,343,509	47,556,243
Transshipments	5,523,530	5,746,164	3,094,732	2,334,252	1,672,776	3,674,291
TOTAL - IRON ORE	57,683,677	60,332,678	46,924,703	48,195,327	43,016,285	51,230,534
COAL						
Lake Superior Loading Ports	13,353,794	12,769,682	13,640,260	13,874,872	14,238,033	13,575,329
Lake Michigan Loading Ports.....	8,279,404	2,068,078	2,288,791	2,239,657	2,771,065	8,019,868
Lake Erie Loading Ports.....	5,922,714	6,030,000	5,629,302	4,870,328		
TOTAL - COAL.....	21,633,198	20,760,474	21,959,051	21,743,831	21,879,426	21,595,197
LIMESTONE.....	27,310,498	27,288,089	26,988,622	26,554,243	24,239,110	26,476,113
CEMENT.....	4,417,055	4,144,774	4,136,897	3,817,911	3,851,487	4,073,625
SALT.....	1,309,894	838,017	876,392	587,090	945,355	911,350
SAND.....	249,238	427,070	625,094	230,950	500,456	406,562
GRAIN	346,814	351,857	350,719	329,471	312,316	338,236
TOTAL.....	112,950,374	114,142,959	101,861,478	101,458,823	94,744,435	105,031,617

Note: LCA used to categorize coal as Eastern and Western. The breakdown by Lake of loading began in 2000.

2003 U.S.-FLAG DRY-BULK CARRIAGE BY MONTH
(net tons)

COMMODITY	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTALS
IRON ORE													
Direct Shipments.....	2,099,821	125,840	684,055	4,098,552	4,915,073	4,354,040	4,206,292	3,945,638	3,868,119	4,085,457	4,234,852	4,725,770	41,343,509
Transshipments	0	0	212,618	366,580	200,181	46,568	0	62,440	167,796	211,172	109,359	296,062	1,672,776
TOTAL - IRON ORE	2,099,821	125,840	896,673	4,465,132	5,115,254	4,400,608	4,206,292	4,008,078	4,035,915	4,296,629	4,344,211	5,021,832	43,016,285
COAL													
Lake Superior.....	19,499	0	53,577	1,037,838	1,663,532	1,782,361	1,749,352	1,889,450	1,885,498	1,487,538	1,376,132	1,293,256	14,238,033
Lake Michigan	74,184	0	0	182,364	290,138	343,603	283,243	349,721	290,472	386,295	270,431	300,614	2,771,065
Lake Erie	25,140	0	0	200,951	486,312	631,817	466,233	646,938	546,657	725,030	607,907	533,343	4,870,328
TOTAL - COAL	118,823	0	53,577	1,421,153	2,439,982	2,757,781	2,498,828	2,886,109	2,722,627	2,598,863	2,254,470	2,127,213	21,879,426
LIMESTONE.....	24,245	0	0	1,733,241	2,798,588	3,011,175	3,024,088	3,227,032	2,985,683	3,337,355	2,464,945	1,632,758	24,239,110
CEMENT.....	94,309	0	100,912	311,802	498,205	452,801	430,591	513,136	426,199	404,855	340,754	277,923	3,851,487
SALT.....	50,212	0	0	133,966	138,091	85,500	78,298	127,538	41,696	148,778	111,953	29,323	945,355
SAND.....	0	0	0	42,949	44,434	91,677	58,709	85,482	54,677	56,206	10,207	56,115	500,456
GRAIN.....	0	0	0	14,362	44,568	43,366	14,356	42,323	45,142	82,737	25,462	0	312,316
TOTALS.....	2,387,410	125,840	1,051,162	8,122,605	11,079,122	10,842,908	10,311,162	10,889,698	10,311,939	10,925,423	9,552,002	9,145,164	94,744,435

To convert iron ore to gross tons, multiply by .89286.

Iron ore transshipments are cargos carried within Cleveland Harbor.

2003 U.S.-FLAG CARGO CARRIAGE TO / FROM CANADA (CROSS-LAKES TRADE)

U.S.-flag participation in the Cross-Lakes trade reached its highest level since LCA began tracking these shipments in the mid-1990s. As the table below illustrates, the growth stems largely from shipments of coal (primarily western in 1,000-foot-long lakers) to Canadian utilities. That trade has nearly sextupled since 1999. U.S.-flag lakers also have expanded their deliveries of eastern coal to a Canadian steelmaker.

U.S.-FLAG CARRIAGE CROSS-LAKES TRADE CALENDAR YEARS 1999-2003 AND 5-YEAR AVERAGE (net tons)

COMMODITY	1999	2000	2001	2002	2003	5-YEAR AVERAGE
Iron Ore	2,222,480	1,943,574	1,519,304	1,362,117	1,541,904	1,717,876
Coal*	706,639	818,839	2,632,826	2,752,545	3,969,922	2,176,154
Limestone	196,687	115,727	124,742	214,944	560,905	242,601
Cement	789,630	454,101	505,917	334,112	367,889	490,329
Sand	0	69,650	0	0	0	13,930
Salt	0	0	76,599	0	93,180	33,955
Grain	55,694	35,222	26,000	0	26,159	28,615
TOTAL.....	3,971,130	3,437,113	4,885,388	4,663,718	6,559,959	4,703,460

* 2002 total amended.

GREAT LAKES RECORD CARGO VOLUMES MAJOR COMMODITIES

(net tons)

COMMODITY	YEAR	TONNAGE
Iron Ore.....	1953	107,345,783
Coal	1948	60,563,530
Limestone	1974	43,096,337
Grain	1980	31,509,534

Source: LCA Annual Reports. The totals above represent cargos moved by vessels of all flags. It is difficult to determine all-time record years for U.S.-flag carriage. LCA did not begin its survey of member carriers and other U.S.-flag operators until 1985. While one can reconstruct U.S.-flag carriage in the Jones Act trades by utilizing the U.S. Army Corps of Engineers publication WATERBORNE COMMERCE OF THE UNITED STATES, it would be impossible to determine U.S.-flag cargos in the Cross-Lakes trades. Furthermore, the Corps combines some commodities LCA tracks individually into other categories.

2003 IRON ORE TRADE

Iron ore shipments on the Great Lakes totaled 49.4 million gross tons (55.3 million net tons) in 2003. That total represents a decrease of 6 percent from 2002 and nearly 10 percent compared to the 5-year average. While the 2003 total was affected by the extreme ice conditions that prevailed in March and April, the downturn is indicative of American steelmakers' continued struggles.

The 2003 total also reflects a change in iron ore source for one American steelmaker. In 2003, AK Steel received its iron ore from eastern Canadian mines, hence the increase in shipments from that region.

Demand did increase as the year came to an end, but the November and December totals did not fully reflect that development, as weather delays were significant. However, steelmakers' needs were such that the closing date for the Soo Locks was extended nine days beyond the fixed closing date of January 15, 2004. Lake Carriers' Association calculates its cargo statistics on a calendar year basis, so the upturn has no bearing on the 2003 totals, but perhaps augurs well for 2004.

2003 IRON ORE SHIPMENTS BY MONTH

(gross and net tons)

MONTH	GREAT LAKES		EASTERN CANADA		TOTALS	
	GROSS TONS	NET TONS	GROSS TONS	NET TONS	GROSS TONS	NET TONS
January.....	2,046,266	2,291,817	58,166	65,146	2,104,432	2,356,963
February.....	112,357	125,840	0	0	112,357	125,840
March.....	716,996	803,036	25,309	28,346	742,305	831,382
April.....	4,068,170	4,556,351	860,593	963,865	4,928,763	5,520,216
May.....	4,788,048	5,362,614	1,010,062	1,131,270	5,798,110	6,493,884
June.....	4,250,514	4,760,575	927,991	1,039,350	5,178,505	5,799,925
July.....	4,215,886	4,721,793	1,120,898	1,255,406	5,336,784	5,977,199
August.....	3,851,829	4,314,049	1,150,338	1,288,378	5,002,167	5,602,427
September.....	3,728,396	4,175,804	1,134,313	1,270,430	4,862,709	5,446,234
October.....	3,928,290	4,399,685	1,134,192	1,270,295	5,062,482	5,669,980
November.....	4,016,813	4,498,831	860,623	963,898	4,877,436	5,462,729
December.....	4,638,970	5,195,647	766,798	858,814	5,405,768	6,054,461
TOTAL.....	40,362,535	45,206,042	9,049,283	10,135,198	49,411,818	55,341,240

2003 IRON ORE SHIPMENTS BY LOADING DOCK AND PORT
(gross and net tons)

LOADING DOCK AND PORT	TOTAL SHIPMENTS		NUMBER OF SHIPMENTS	U.S.-FLAG SHIPMENTS		LARGEST SHIPMENT	
	GROSS TONS	NET TONS		GROSS TONS	NET TONS	GROSS TONS	NET TONS
MESABI IRON RANGE							
DM&IR							
Duluth, MN	3,451,629	3,865,825	97	3,451,629	3,865,825	EDWIN H. GOTT	57,010 63,852
BNSF							
Superior, WI	9,778,538	10,951,963	249	7,949,057	8,902,944	BURNS HARBOR	57,851 64,794
DM&IR							
Two Harbors, MN	11,691,744	13,094,754	285	11,691,744	13,094,754	EDGAR B. SPEER	57,910 64,860
Northshore Mining Co.							
Silver Bay, MN	4,837,659	5,418,178	128	4,837,659	5,418,178	MESABI MINER	54,865 61,449
MICHIGAN UPPER PENINSULA							
LS&I Railroad							
Presque Isle, MI	7,134,271	7,990,384	315	5,534,557	6,198,704	GREAT LAKES TRADER	32,213 36,079
Canadian National Railway							
Escanaba, MI	3,468,694	3,884,938	110	3,468,694	3,884,938	COLUMBIA STAR	57,360 64,244
TOTALS – U.S. PORTS	40,362,535	45,206,042	1,184	36,933,340	41,365,343		
EASTERN CANADA							
Arnaud Railroad							
Pointe Noire	3,031,182	3,394,924	120	0	0	HON. PAUL MARTIN	34,360 38,484
Quebec Cartier							
Port Cartier	3,418,353	3,828,556	128	0	0	FERBEC	47,200 52,864
IOC							
Sept Iles	2,599,748	2,911,718	96	0	0	CSL LAURENTIEN	29,284 32,798
TOTALS – CANADIAN PORTS	9,049,283	10,135,198	344	0	0		
TOTALS – ALL PORTS	49,411,818	55,341,240	1,528	36,933,340	41,365,343		

**2002/2003 ICE SEASON IRON ORE SHIPMENTS
DECEMBER 16, 2002 – APRIL 15, 2003**

(gross and net tons)

LOADING DOCK	TONNAGE SHIPPED		NUMBER OF CARGOS
	GROSS TONS	NET TONS	
U.S. GREAT LAKES PORTS			
Duluth	508,551	569,578	24
Superior	1,499,413	1,679,343	41
Two Harbors	1,884,814	2,110,992	48
Silver Bay	505,038	565,643	21
Presque Isle.....	1,268,891	1,421,158	57
Escanaba.....	1,102,018	1,234,261	26
TOTAL – U.S. GREAT LAKES PORTS.....	6,768,725	7,580,975	217
EASTERN CANADA			
Pointe Noire.....	134,947	151,141	5
Port Cartier	546,679	612,281	20
Sept Iles.....	157,396	176,284	6
TOTAL – EASTERN CANADA.....	839,022	939,706	31
TOTAL	7,607,747	8,520,681	248

**ICE SEASON / EXTENDED SEASON IRON ORE SHIPMENTS
NAVIGATION SEASON / ICE SEASON 1994-2003**

(gross and net tons)

The U.S. Coast Guard defines the ice season as beginning on December 16 and ending the following April 15. To insure statistically consistency, LCA now uses that time span to illustrate the importance of iron ore shipments during periods of ice cover. In previous years, the Association utilized the “Extended Season” approach, which tabulated iron ore moved between December 16 and the close of navigation, usually the end of January.

ICE SEASON / NAVIGATION SEASON	GROSS TONS	NET TONS	NUMBER OF CARGOS
1994 Navigation Season.....	7,603,888	8,516,355	228
1995 Navigation Season.....	5,716,017	6,401,939	192
1996 Navigation Season.....	4,761,182	5,332,524	143
1997 Navigation Season.....	5,382,107	6,027,960	162
1998 Navigation Season.....	4,058,900	4,545,968	128
1999 Navigation Season.....	5,565,682	6,233,564	191
2000 Navigation Season.....	3,811,741	4,269,150	142
2001 Navigation Season.....	2,862,919	3,206,468	95
2002 Ice Season.....	6,556,124	7,342,856	210
2003 Ice Season.....	7,607,747	8,520,681	248
10-YEAR TOTAL	53,926,307	60,397,465	1,739

2003 COAL TRADE

Coal shipments on the Great Lakes totaled 39,754,269 net tons in 2003, a decrease of 5.1 percent from both 2002 and the commodity's 5-year average.

The decrease was greatest at Lake Erie ports. Shipments from Toledo, Sandusky, Ashtabula and Conneaut slumped to 17.2 million net tons, a decline of 12 percent from 2002 and 17 percent from the 5-year average. The decrease continues a long-term trend; utilities in both the U.S. and Canada have been increasing their consumption of low-sulfur western coal, as it burns cleaner than eastern coal.

However, as the result of inventory adjustments at a major utility, there was a decrease in shipments of western coal from Superior, Wisconsin. Loadings totaled 17.8 million net tons in 2003, a slight decrease from 2002. Yet, compared to the port's 5-year average, 2003 loadings still represent an increase of 4.4 percent.

Coal loadings at South Chicago totaled 3 million net tons, an increase of 21 percent compared to 2002 and 16 percent compared to the terminal's 5-year average.

GREAT LAKES COAL SHIPMENTS **1999-2003 AND 5-YEAR AVERAGE** (net tons)

PORT / DOCK	1999	2000	2001	2002	2003	5-YEAR AVERAGE
LAKE SUPERIOR						
Superior						
Superior Midwest Energy Terminal	16,096,709	16,366,427	16,925,015	18,079,010	17,814,687	17,056,370
Thunder Bay						
Canadian National.....	1,063,571	666,755	1,783,635	1,887,269	1,705,503	1,421,347
TOTAL – LAKE SUPERIOR.....	17,160,280	17,033,182	18,708,650	19,996,279	19,520,190	18,477,717
LAKE MICHIGAN						
South Chicago						
KCBX Terminals	2,514,507	2,331,838	2,582,492	2,465,634	2,994,306	2,577,756
LAKE ERIE						
Toledo						
CSX	5,016,489	5,709,600	4,633,463	4,344,434	3,399,679	4,620,733
Sandusky						
Norfolk Southern	4,621,839	3,870,187	4,853,076	4,351,450	4,113,454	4,262,002
Ashtabula						
Norfolk Southern	6,082,754	6,647,360	6,199,573	5,123,312	5,604,603	5,931,521
Conneaut						
Bessemer & Lake Erie	5,561,752	6,396,683	7,378,062	5,661,176	4,122,037	5,823,942
TOTAL – LAKE ERIE.....	21,282,834	22,623,830	23,064,174	19,480,372	17,239,773	20,738,198
TOTAL.....	40,957,621	41,988,850	44,355,316	41,912,285	39,754,269	41,793,671

2003 COAL SHIPMENTS BY MONTH
(net tons)

MONTH	SUPERIOR	THUNDER BAY	TOTAL LAKE SUPERIOR	SOUTH CHICAGO	TOLEDO	SANDUSKY	ASHTABULA	CONNEAUT	TOTAL LAKE ERIE	TOTAL ALL LAKES
January	107,917	0	107,917	74,184	0	0	222,345	298,720	521,065	703,166
February	0	0	0	0	0	0	0	0	0	0
March	53,577	0	53,577	0	54,976	28,679	385,784	0	469,439	523,016
April	1,384,475	135,883	1,520,358	210,479	340,064	320,669	452,501	464,215	1,577,449	3,308,286
May	1,988,224	137,824	2,126,048	307,090	316,768	449,828	569,131	469,000	1,804,727	4,237,865
June	2,110,495	123,140	2,233,635	373,313	418,387	393,558	656,839	387,862	1,856,646	4,463,594
July	2,298,331	248,175	2,546,506	283,244	332,229	542,569	633,956	470,986	1,979,740	4,809,490
August	2,371,110	242,581	2,613,691	370,712	452,199	520,493	597,244	390,784	1,960,720	4,945,123
September	2,249,368	205,101	2,454,469	319,760	338,246	511,844	391,700	342,821	1,584,611	4,358,840
October	1,816,149	187,615	2,003,764	411,143	451,093	451,737	614,345	529,523	2,046,698	4,461,605
November	1,698,783	298,673	1,997,456	295,373	404,661	427,273	536,519	320,498	1,688,951	3,981,780
December	1,736,258	126,511	1,862,769	349,008	291,056	466,804	544,239	447,628	1,749,727	3,961,504
TOTALS	17,814,687	1,705,503	19,520,190	2,994,306	3,399,679	4,113,454	5,604,603	4,122,037	17,239,773	39,754,269

COAL SHIPMENTS FROM LAKE ERIE PORTS BY DESTINATION – U.S., CANADIAN, AND OVERSEAS
NAVIGATION SEASON / CALENDAR YEARS 1994 - 2003

(net tons)

NAVIGATION SEASON OR CALENDAR YEAR	TO LAKE SUPERIOR	TO SAULT STE. MARIE	TO LAKE MICHIGAN	TO LAKE HURON GEORGIAN BAY	TO LOWER RIVERS	TO LAKE ERIE	THROUGH WELLAND CANAL	TO OVERSEAS PORTS
1994 Navigation Season	991,903	1,109,277	3,461,233	734,252	4,048,666	3,893,085	4,143,902	0
1995 Navigation Season	426,776	1,174,711	3,024,029	504,151	3,986,700	2,924,629	4,500,330	0
1996 Navigation Season	385,940	1,409,078	2,942,361	339,045	3,961,712	2,680,619	6,321,197	0
1997 Navigation Season	432,631	1,408,843	3,595,530	536,758	4,464,585	6,519,893	5,046,914	0
1998 Navigation Season	308,525	1,472,588	3,242,792	444,786	5,143,135	6,865,785	5,024,511	27,603
1999 Navigation Season	215,118	1,237,515	2,645,648	499,568	4,872,047	6,784,678	5,026,431	0
2000 Navigation Season	573,231	1,181,656	2,739,336	439,982	6,449,560	7,690,649	4,639,524	0
Calendar Year 2001	427,623	1,299,834	2,762,205	487,913	5,992,441	7,292,083	4,802,075	0
Calendar Year 2002	411,061	1,133,613	2,617,754	479,609	4,912,902	5,939,352	3,986,121	0
Calendar Year 2003	382,121	920,439	1,752,750	370,625	4,317,733	5,415,743	4,080,362	0
10-YEAR / SEASON TOTAL	4,554,929	12,347,554	28,763,638	4,836,689	48,149,481	56,006,516	47,571,367	27,603

2003 COAL SHIPMENTS FROM LAKE ERIE PORTS TO CANADIAN DESTINATIONS

(net tons)

FROM	TO LAKE SUPERIOR	TO SAULT STE. MARIE	TO LAKE HURON	TO LOWER RIVERS	TO LAKE ERIE	THROUGH WELLAND CANAL	TOTAL
Toledo.....	0	636,531	0	0	1,074,427	327,044	2,038,002
Sandusky.....	0	283,908	16,614	947,620	226,356	1,111,616	2,586,114
Ashtabula.....	0	0	0	1,389,322	2,383,769	1,409,124	5,182,215
Conneaut.....	0	0	0	972,305	1,124,496	1,232,578	3,329,379
Totals.....	0	920,439	16,614	3,309,247	4,809,048	4,080,362	13,135,710
Percent.....	0	7.01	0.01	25.23	36.65	31.10	100
Totals - 2002.....	0	1,133,613	0	3,672,967	5,263,296	3,986,121	14,055,997
Percent - 2002.....	0	8.06	0	26.13	37.44	28.37	100

2003 COAL SHIPMENTS FROM LAKE ERIE PORTS TO U.S. DESTINATIONS

(net tons)

FROM	TO LAKE SUPERIOR	TO SAULT STE. MARIE	TO LAKE MICHIGAN	TO LAKE HURON	TO LOWER RIVERS	TO LAKE ERIE	THROUGH WELLAND CANAL	TOTAL
Toledo.....	76,191	0	627,538	58,096	599,852	0	0	1,361,677
Sandusky.....	184,709	0	699,214	150,304	316,676	176,437	0	1,527,340
Ashtabula.....	18,022	0	205,747	130,906	46,334	21,379	0	422,388
Conneaut.....	103,199	0	220,251	14,705	45,624	408,879	0	792,658
Totals.....	382,121	0	1,752,750	354,011	1,008,486	606,695	0	4,104,063
Percent.....	9.31	0	42.71	8.63	24.57	14.78	0	100
Totals - 2002.....	411,061	0	2,617,754	479,609	1,239,935	676,056	0	5,424,415
Percent - 2002.....	7.58	0	48.26	8.84	22.86	12.46	0	100

2003 COAL SHIPMENTS FROM LAKE SUPERIOR PORTS TO CANADIAN DESTINATIONS

FROM	TO LAKE SUPERIOR	TO SAULT STE. MARIE	TO LAKE HURON	TO LOWER RIVERS	TO LAKE ERIE	THROUGH WELAND CANAL	TOTAL
Superior	205,712	0	0	0	6,209,012	0	6,414,724
Thunder Bay	0	346,043	0	266,835	141,849	230,918	985,645
Totals	205,712	346,043	0	266,835	6,350,861	230,918	7,400,369
Percent	2.78	4.68	0	3.60	85.82	3.12	100
Totals - 2002	0	218,807	0	29,821	6,729,019	513,414	7,491,061
Percent - 2002	0	2.92	0	0.04	89.83	7.21	100

2003 COAL SHIPMENTS FROM LAKE SUPERIOR PORTS TO U.S. DESTINATIONS

FROM	TO LAKE SUPERIOR	TO SAULT STE. MARIE	TO LAKE MICHIGAN	TO LAKE HURON	TO LOWER RIVERS	TO LAKE ERIE	THROUGH WELAND CANAL	TOTAL
Superior	2,548,088	0	872,968	298,263	6,946,382	734,262	0	11,399,963
Thunder Bay	50,734	0	0	0	444,283	224,841	0	719,858
Totals	2,598,822	0	872,968	298,263	7,390,665	959,103	0	12,119,821
Percent	21.45	0	7.20	2.46	60.98	7.91	0	100
Totals - 2002	2,484,156	0	837,856	183,495	8,113,063	856,648	0	12,475,218
Percent - 2002	19.91	0	6.72	1.47	65.03	6.87	0	100

2003 COAL SHIPMENTS FROM LAKE MICHIGAN TO CANADIAN DESTINATIONS

FROM	TO LAKE SUPERIOR	TO SAULT STE. MARIE	TO LAKE HURON	TO LOWER RIVERS	TO LAKE ERIE	THROUGH WELAND CANAL	TOTAL
South Chicago	0	0	0	390,379	0	200,252	590,631
Totals	0	0	0	390,379	0	200,252	590,631
Percent	0	0	0	66.1	0	33.9	100
Totals - 2002	0	0	0	0	0	225,847	225,847
Percent - 2002	0	0	0	0	0	100	100

2003 COAL SHIPMENTS FROM LAKE MICHIGAN TO U.S. DESTINATIONS

FROM	TO LAKE SUPERIOR	TO SAULT STE. MARIE	TO LAKE MICHIGAN	TO LAKE HURON	TO LOWER RIVERS	TO LAKE ERIE	THROUGH WELAND CANAL	TOTAL
South Chicago	643,827	0	1,547,985	153,691	58,172	0	0	2,403,675
Totals	643,827	0	1,547,985	153,691	58,172	0	0	2,403,675
Percent	26.79	0	64.40	6.39	2.42	0	0	100
Totals - 2002	740,129	0	1,215,045	190,925	0	93,196	0	2,239,878
Percent - 2002	33.04	0	54.25	8.52	0	4.19	0	100

**COAL SHIPMENTS FROM LAKE SUPERIOR PORTS BY DESTINATION - U.S., CANADIAN, AND OVERSEAS
NAVIGATION SEASON / CALENDAR YEARS 1997-2003**

NAVIGATION SEASON OR CALENDAR YEAR	(net tons)							THROUGH WELLAND CANAL	TO LAKE ERIE	TO LOWER RIVERS	TO LAKE HURON GEORGIAN BAY	TO LAKE MICHIGAN	TO SAULT STE. MARIE	TO LAKE SUPERIOR	TO OVERSEAS PORTS *
	TO LAKE SUPERIOR	TO SAULT STE. MARIE	TO LAKE MICHIGAN	TO LAKE HURON GEORGIAN BAY	TO LOWER RIVERS	TO LAKE ERIE									
1997 Navigation Season	2,126,773	0	1,009,126	376,684	9,319,393	3,253,087	0	0	0	0	0	0	0	0	0
1998 Navigation Season	2,842,826	0	787,784	239,764	8,985,346	3,897,643	59,325	0	0	0	0	0	0	0	0
1999 Navigation Season	2,321,060	0	611,184	421,476	8,505,611	5,202,293	215,908	0	0	0	0	0	0	0	0
2000 Navigation Season	2,628,500	0	750,927	172,509	9,239,052	4,152,056	254,256	0	0	0	0	0	0	0	0
Calendar Year 2001	1,818,899	310,565	962,266	236,365	8,561,109	6,329,437	490,009	44,304	0	0	0	0	0	0	0
Calendar Year 2002	2,484,156	218,807	837,856	183,495	8,142,884	7,585,667	513,414	20,261	0	0	0	0	0	0	0
Calendar Year 2003	2,804,534	346,043	872,968	298,263	7,657,500	7,309,964	230,918	0	0	0	0	0	0	0	0
7-YEAR/SEASON TOTAL	17,026,748	875,415	5,832,111	1,928,556	60,410,895	37,730,147	1,763,830	64,565	0	0	0	0	0	0	0

* Included in Welland Canal total.

Note: LCA did not track Lake Superior coal shipments by destination prior to 1997.

**COAL SHIPMENTS FROM LAKE MICHIGAN BY DESTINATION - U.S., CANADIAN, AND OVERSEAS
CALENDAR YEARS 2001-2003**

CALENDAR YEAR	(net tons)							THROUGH WELLAND CANAL	TO LAKE ERIE	TO LOWER RIVERS	TO LAKE HURON GEORGIAN BAY	TO LAKE MICHIGAN	TO SAULT STE. MARIE	TO LAKE SUPERIOR	TO OVERSEAS PORTS
	TO LAKE SUPERIOR	TO SAULT STE. MARIE	TO LAKE MICHIGAN	TO LAKE HURON GEORGIAN BAY	TO LOWER RIVERS	TO LAKE ERIE									
2001	747,037	0	1,187,268	259,067	15,490	31,762	341,868	0	0	0	0	0	0	0	0
2002	740,129	0	1,215,045	190,925	0	93,196	225,847	0	0	0	0	0	0	0	0
2003	643,827	0	1,547,985	153,691	448,551	0	200,252	0	0	0	0	0	0	0	0
3-YEAR TOTAL	2,130,993	0	3,950,298	603,683	464,041	124,958	767,967	0	0	0	0	0	0	0	0

Note: LCA did not track Lake Michigan coal shipments by destination prior to 2001.

2003 LIMESTONE TRADE

Shipments of limestone on the Great Lakes totaled 33.1 million net tons in 2003, a decrease of approximately 8.5 percent from both the previous year and the 5-year average. While the decreases largely reflect demand, the 2003 total was impacted by weather. No stone cargos were loaded in March, and the April total, 2.3 million net tons, represented a decrease of 27 percent from the corresponding period in 2002. In this instance, the problem was not only heavy ice on the Great Lakes, but the fact that much stone is rinsed with water prior to loading, so operations cannot resume until temperatures have warmed.

Once weather was no longer a consideration, shipments did rebound, but not to previous levels. A general sluggishness in the construction market continued to reduce demand for aggregate. Market conditions improved in the fall, but weather-related delays in November and December were so significant that shipments did not correspond to demand.

2003 LIMESTONE SHIPMENTS BY MONTH

(net tons)

MONTH	U.S. PORTS	CANADIAN PORTS	TOTAL
January	10,000	30,000	40,000
March	0	0	0
April	1,854,306	420,036	2,274,342
May	3,022,548	904,296	3,926,844
June	3,402,053	931,808	4,333,861
July	3,287,494	908,945	4,196,439
August	3,494,650	853,968	4,348,618
September	3,113,499	694,617	3,808,116
October	3,656,313	875,158	4,531,471
November	2,579,150	799,857	3,379,007
December	1,578,554	696,487	2,275,041
TOTAL	25,998,567	7,115,172	33,113,739

GREAT LAKES LIMESTONE SHIPMENTS CALENDAR YEARS 1994-2003

(net tons)

CALENDAR YEAR	U.S. PORTS	CANADIAN PORTS	TOTAL
1994	28,631,494	3,134,833	31,766,327
1995	30,036,782	3,617,310	33,654,092
1996	29,780,171	4,437,757	34,217,928
1997	32,748,456	5,326,505	38,074,961
1998	33,777,184	5,922,573	39,699,757
1999	30,657,078	6,585,998	37,243,076
2000	30,204,986	7,116,220	37,321,206
2001	29,673,942	7,180,562	36,854,504
2002	29,384,428	6,863,570	36,247,998
2003	25,998,567	7,115,172	33,113,739
10-YEAR TOTAL	300,893,088	57,300,500	358,193,588

2003 SALT TRADE

In response to the harsh winter of 2002/2003, salt shipments on the Great Lakes increased nearly 17 percent in 2003 to 8.5 million net tons. The increase is roughly the same when compared to the commodity's 5-year average. The trade also benefited from resumption of salt shipments from an idled mine near Detroit.

**GREAT LAKES SALT SHIPMENTS
CALENDAR YEARS 1994-2003**

(net tons)

CALENDAR YEAR	TOTAL
1994.....	7,233,503
1995.....	6,786,650
1996.....	7,902,232
1997.....	7,857,648
1998.....	8,766,829
1999.....	7,016,358
2000.....	6,093,660
2001.....	7,671,321
2002 *	7,287,312
2003.....	8,506,778
10-YEAR TOTAL.....	75,122,291

* 2002 total revised after publication of 2002 Annual Report.

2003 CEMENT TRADE

Shipments of cement on the Great Lakes totaled 5.4 million net tons in 2003, a slight increase over both the preceding year and the commodity's 5-year average. However, compared to totals recorded in the late 1990s, the trade has been impacted by the sluggish construction market in the region in recent years.

**GREAT LAKES CEMENT SHIPMENTS
CALENDAR YEARS 1994-2003**

(net tons)

CALENDAR YEAR	TOTAL
1994.....	4,548,011
1995.....	4,751,247
1996.....	5,088,879
1997.....	5,355,448
1998.....	5,587,004
1999.....	5,639,981
2000.....	5,578,697
2001.....	5,470,198
2002.....	5,341,759
2003.....	5,390,169
10-YEAR TOTAL.....	52,751,393

2003 POTASH TRADE

The Great Lakes potash trade remained static in 2003. Shipments from Thunder Bay, Ontario, the sole potash loading port on the Great Lakes, totaled 579,352 net tons, essentially a decrease of one cargo compared to both the previous year and the 5-year average. While the trade once topped 1.5 million net tons a year, rail delivery has increased as fertilizer distributors need to restock for the coming growing season before the Soo Locks open on March 25.

**GREAT LAKES POTASH SHIPMENTS
CALENDAR YEARS 1994-2003**

(net tons)

CALENDAR YEAR	TOTAL
1994.....	666,918
1995.....	657,256
1996.....	595,194
1997.....	767,400
1998.....	801,829
1999.....	606,014
2000.....	688,858
2001.....	563,882
2002.....	587,296
2003.....	579,352
10-YEAR TOTAL.....	6,513,999

2003 GRAIN TRADE

For the sixth straight year, grain shipments on the Great Lakes declined in 2003. Loadings totaled 11.6 million net tons, a decrease of 3.9 percent from 2002 and 15.4 percent from the commodity's 5-year average. There are a number of factors behind the downturn, but a general shift in exports to Pacific Rim countries and ample grain supplies worldwide are the leading causes.

**GRAIN SHIPMENTS BY COMMODITY
CALENDAR YEARS 1999-2003 AND 5-YEAR AVERAGE**

(bushels)

COMMODITY	1999	2000	2001	2002	2003	5-YEAR AVERAGE
Barley	14,561,222	10,517,584	5,220,083	7,701,166	2,141,042	8,028,220
Beet Pulp	0	0	0	0	5,343,520	5,343,520
Canola	16,643,778	18,392,120	16,314,160	12,862,840	15,033,880	15,849,356
Corn.....	109,309,788	72,773,072	64,854,866	45,641,973	37,217,326	65,959,405
Flax.....	8,079,143	18,301,857	17,599,036	21,738,571	20,628,393	17,269,400
Mustard Seeds.....	0	10,628,200	0	1,354,428	0	2,396,526
Oats	12,500,250	3,653,438	13,551,187	157,812	5,183,375	7,009,213
Peas	15,059,267	23,436,800	9,449,767	74,633	5,645,334	10,733,161
Soybeans.....	84,879,950	74,037,401	66,006,200	63,793,673	39,582,235	65,659,892
Sunflower Seeds.....	7,119,086	0	0	0	0	1,423,818
Wheat	272,998,886	271,149,998	272,469,245	244,333,316	262,768,123	264,743,914
Miscellaneous Grains	10,857,589	18,165,120	21,582,471	9,667,375	4,386,639	12,931,839
TOTAL.....	552,008,959	521,055,590	487,047,015	407,325,787	397,929,867	477,348,264

**2003 GRAIN SHIPMENTS
BY PORT AND COMMODITY**
(bushels and net tons)

PORT	COMMODITY	BUSHEL	NET TONS
Duluth / Superior	Beet Pulp	5,343,520	133,588
	Flax	1,923,500	53,858
	Soybeans	15,144,167	454,325
	Wheat	76,081,734	2,282,452
	Miscellaneous Grains	472,960	11,824
		98,965,881	2,936,047
Thunder Bay	Barley	2,141,042	51,385
	Canola	15,033,880	375,847
	Flax	18,704,893	523,737
	Oats	5,183,375	82,934
	Peas	5,645,334	169,360
	Wheat	162,493,600	4,874,808
	Miscellaneous Grains	3,913,679	109,583
		213,115,803	6,187,654
Milwaukee	Corn	6,825,715	74,689
	Soybeans	2,489,634	191,120
		9,315,349	265,809
Chicago	<i>No Vessels Loaded In 2003</i>	0	0
Burns Harbor	Corn	5,672,611	158,834
	Soybeans	720,000	21,600
		6,392,611	180,434
Sarnia	Soybeans	3,396,200	101,886
	Wheat	7,343,067	220,292
		10,739,267	322,178
Goderich	Wheat	2,911,387	87,342
Toledo	Corn	24,719,000	692,132
	Soybeans	15,078,000	452,340
	Wheat	1,563,000	46,890
		41,360,000	1,191,362
Huron	Soybeans	400,000	12,000
Port Stanley	Soybeans	333,334	10,000
	Wheat	1,333,334	40,000
		1,666,668	50,000
Port Colborne	Wheat	386,334	11,590
Hamilton	Soybeans	2,020,900	60,627
	Wheat	10,655,667	319,670
		12,676,567	380,297
TOTAL		397,929,867	11,624,713

**CARGO MOVEMENT DURING THE 2002/2003 ICE SEASON
DECEMBER 16, 2002 — APRIL 15, 2003**

(net tons)

U.S.-FLAG VESSELS

COMMODITY	2002		2003				TOTAL
	DECEMBER 16-31	JANUARY	FEBRUARY	MARCH	APRIL 1-15		
Iron Ore	2,220,337	2,099,821	125,840	896,673	1,905,410	7,248,081	
Coal	809,021	118,823	0	53,577	596,851	1,578,272	
Limestone	580,305	24,245	0	0	356,272	960,822	
Cement	140,861	94,309	0	100,912	137,451	473,533	
Salt	12,036	50,212	0	0	24,470	86,718	
Sand	0	0	0	0	5,930	5,930	
Grain	0	0	0	0	0	0	
TOTAL	3,762,560	2,387,410	125,840	1,051,162	3,026,384	10,353,356	

GREAT LAKES PORTS

COMMODITY	2002		2003				TOTAL
	DECEMBER 16-31	JANUARY	FEBRUARY	MARCH	APRIL 1-15		
Iron Ore	3,009,315	2,356,964	125,840	831,382	2,218,530	8,542,031	
Coal	1,642,584	703,166	0	523,016	1,462,203	4,330,969	
Limestone	878,732	40,000	0	0	477,612	1,396,344	
TOTAL	5,530,631	3,100,130	125,840	1,354,398	4,158,345	14,269,344	

2003 CARGO RECORDS

With water levels on the Great Lakes yet to fully recover from the plunge of the late 1990s and early 2000s, no U.S.-flag cargo records have been set since 1997.

**GREAT LAKES CARGO RECORDS
U.S.-FLAG VESSELS**

COMMODITY		TONNAGE	YEAR	VESSEL
Iron Ore	(Soo Locks)	64,554 Gross Tons 72,300 Net Tons	1997	BURNS HARBOR
Iron Ore	(Lake Michigan)	72,351 Gross Tons 81,033 Net Tons	1986	LEWIS WILSON FOY *
Coal	(Downbound)	70,903 Net Tons	1997	COLUMBIA STAR
Coal	(Upbound)	60,578 Net Tons	1994	INDIANA HARBOR
Coal	(Lake Superior)	71,369 Net Tons	1993	INDIANA HARBOR
Limestone		59,078 Net Tons	1992	OGLEBAY NORTON
Salt		27,621 Net Tons	1997	PHILIP R. CLARKE
Cement		17,740 Net Tons	1997	INTEGRITY

* Renamed the OGLEBAY NORTON in 1990.

**2003 TRAFFIC STATEMENT
ST. MARYS FALLS CANAL, SAULT STE. MICHIGAN
U.S. ARMY CORPS OF ENGINEERS, DETROIT DISTRICT
LIEUTENANT COLONEL THOMAS H. MAGNESS, COMMANDER**

The 2003 commercial navigation season through the United States locks began on March 25 and ended 306 days later on January 24, 2004. On March 16, 2003 the United States Coast Guard icebreaker MACKINAW passed upbound through the Poe Lock. The first commercial vessel for the season was the M/V ROGER BLOUGH (Great Lakes Fleet, Inc.) on March 26 downbound for Gary, Indiana. The Poe Lock remained in service until 12:00 p.m. on January 24, 2004. The last commercial vessel, the S/S SAGINAW (Lower Lakes Towing Ltd.), passed through the Poe Lock on January 23, 2004, downbound for Nanticoke, Ontario.

Delays are defined as the elapsed time a vessel spends waiting to proceed with a lockage. 23 vessels were reported as being delayed by ice for a total of 20 hours and 0 minutes. Vessel malfunctions/breakdowns contributed 1 hour and 55 minutes. Lock hardware malfunctions accounted for 6 hours and 12 minutes. Lock maintenance and testing totaled 4 hours and 17 minutes. Delays caused by interference from other vessels totaled 2 hours and 26 minutes. Collisions or accidents were 5 hours and 22 minutes. Railroad bridge interference was 1 hour and 22 minutes. All other delays amounted to 3 hours and 15 minutes. The St. Marys River was reported as being closed by the United States Coast Guard for a total of 25 hours and 42 minutes.

Cargo flow was greatest during May, with 8,542,031 net tons passing through the locks. A total of 4,205 cargo carriers passed through the locks during the 2003 season, a decrease of 338 from the 2002 season. An annual total of 75,498,976 net tons of freight was recorded. This total is 6,545,111 tons below the 2002 total. Total vessel passages decreased from 8,680 in 2002 to 7,764 in 2003. Freight decreased by 7.98 percent and total passages decreased by 10.55 percent.



The largest cargo moved through the Soo Locks in 2003 was 64,986 net tons of iron ore, carried by the M/V WALTER J. McCARTHY, JR. (American Steamship Company). The McCARTHY also transported the greatest total seasonal cargo – 2,894,254 net tons.

Photo: Roger LeLievre.

Comparing the movement of cargo in and out of Lake Superior, fifteen commodities experienced decreases from 2002 volumes ranging from -0.54 percent (Wheat) to -100 percent (Corn). Four commodities increased in volume ranging from 7.86 percent (Cement) to 254.69 percent (Oats). The greatest single gain in cargo tonnage was 82,104 net tons of Agricultural Mill Products while the most significant decrease was 4,428,878 net tons of Iron Ore.

The periods of operation and total passages of all craft for each of the three operational locks during the 2003 season are as follows:

LOCK	OPENING DAY	CLOSING DAY	DAYS IN OPERATION	TOTAL PASSAGES
MacArthur	6 April	24 January	294	4,063
Poe	25 March	24 January	306	3,591
Davis	Used only occasionally.		20	110

The following tabulation shows the number of cargo vessel passages recorded for the past 10 navigation seasons through the American canal:

YEAR	NUMBER OF PASSAGES
1994	4,485
1995	4,446
1996	4,439
1997	4,836
1998	4,648
1999	4,595
2000	4,845
2001	4,309
2002	4,543
2003	4,205

The following is a comparative monthly statement of freight tonnage moved through the St. Marys Falls Canal during the past two navigation seasons:

MONTH	2002 (NET TONS)	2003 (NET TONS)	INCREASE / DECREASE
March	1,020,504	235,979	-784,525
April	7,137,947	6,680,908	-457,039
May	9,148,280	8,542,031	-606,249
June	8,948,526	8,273,397	-675,129
July	9,892,229	8,410,313	-1,481,916
August	9,996,958	8,030,856	-1,966,102
September	8,729,343	7,950,872	-778,471
October	8,888,950	7,795,037	-1,093,913
November	8,286,988	7,327,014	-959,974
December	7,744,664	8,425,089	+680,425
January 2003/2004	2,249,698	3,827,480	+1,577,782
TOTAL	82,044,087	75,498,976	-6,545,111

**STATISTICAL REPORT OF LAKE COMMERCE PASSING THROUGH
THE ST. MARYS FALLS CANAL AT SAULT STE. MARIE, MICHIGAN
2003 SEASON**

COMMODITY	DIRECTION		TOTAL NET TONS	PREVIOUS 3 SEASONS' AVERAGE
	WESTBOUND	EASTBOUND		
Wood & Paper Products.....	20,290	91,915	112,205	191,670
Vegetable Products				
Wheat.....	8,627	7,191,158	7,199,785	7,565,796
Barley.....	0	57,801	57,801	113,120
Oats.....	0	83,041	83,041	174,672
Corn.....	0	0	0	347,764
Rye.....	0	0	0	0
Flax.....	0	589,291	589,291	645,395
Soybeans.....	0	655,005	655,005	1,695,101
Sunflower Seeds.....	0	0	0	15,948
Mill Products, Screenings.....	0	551,799	551,799	652,694
Mineral Products				
Iron Ore.....	53,547	40,758,876	40,812,423	43,522,407
Manufactured Iron and Steel.....	230,789	48,579	279,368	341,937
Scrap Iron.....	32,625	66,731	99,356	75,896
Stone *.....	3,641,130	124,358	3,765,488	4,340,600
Cement.....	493,255	0	493,255	489,797
Coal.....	2,168,533	16,525,657	18,694,190	18,830,550
Coke.....	61,546	97,261	158,807	N/A
Potash.....	0	579,295	579,295	635,872
Salt.....	371,885	0	371,885	511,239
Petroleum Products				
Gasoline.....	53,557	0	53,557	74,118
Fuel Oil.....	117,484	805	118,289	137,685
Miscellaneous Merchandise.....	72,368	751,768	824,136	947,665
Freight..... Net Tons	7,325,636	68,173,340	75,498,976	81,120,438
Vessel Passages **.....Number	4,474	3,290	7,764	8,795
Lockages..... Number	4,451	3,265	7,716	7,273
Passengers..... Number	78,332	17,908	96,240	111,208

* Includes broken stone, gravel, and sand.

** Includes five government vessels prior to March 25, 2003.

**COMPARATIVE STATISTICAL STATEMENT OF LAKE COMMERCE
PASSING THROUGH THE ST. MARYS FALLS CANAL AT SAULT STE. MARIE, MICHIGAN
2002 AND 2003 SEASONS**

ITEMS	TOTAL TRAFFIC		AMOUNT OF INCREASE / DECREASE	PERCENT OF INCREASE / DECREASE
	SEASON 2002	SEASON 2003 **		
Vessel Passages.....Number	8,680	7,764	-916	-10.55
Cargo CarriersNumber	4,543	4,205	-338	-7.44
Non-Cargo CarriersNumber	3,084	2,872	-212	-6.87
LockagesNumber	7,190	7,701	+511	+7.11
Passengers.....Number	112,596	96,240	-16,356	-14.53
Freight.....Net Tons	82,044,087	75,498,976	-6,545,111	-7.98
Wood & Paper Products	206,512	112,205	-94,307	-45.67
Vegetable Products				
Wheat	7,238,580	7,199,785	-38,975	-0.54
Barley.....	151,843	57,801	-94,042	-61.93
Oats	23,412	83,041	+59,629	+254.69
Corn	77,002	0	-77,002	-100.00
Rye	0	0	0	0.00
Flax.....	727,492	589,291	-138,201	-19.00
Soybeans.....	1,206,801	655,005	-551,796	-45.72
Sunflower Seeds	0	0	0	0.00
Mill products, Screenings	469,695	551,799	+82,104	+17.48
Mineral Products				
Iron Ore.....	45,241,301	40,812,423	-4,428,878	-9.79
Manufactured Iron and Steel	529,627	279,368	-250,259	-47.25
Scrap Iron	147,943	99,356	-48,587	-32.84
Stone *	3,863,787	3,765,488	-98,299	-2.54
Cement	457,296	493,255	+35,959	+7.86
Coal.	19,732,164	18,694,190	-1,037,974	-5.26
Coke.	N/A	158,807	N/A	N/A
Potash.....	588,495	579,295	-9,200	-1.56
Salt.....	430,538	371,885	-58,653	-13.62
Petroleum Products				
Gasoline.....	64,815	53,557	-11,258	-17.37
Fuel Oil	126,696	118,289	-8,407	-6.64
Miscellaneous Merchandise	760,088	824,136	+64,048	+8.43
TOTAL.....	82,044,087	75,498,976	-6,545,111	-7.98

* Includes broken stone, gravel, and sand.

** The U.S. Canal opened March 25, 2003, and closed January 24, 2004, a season of 306 days.

**STATISTICAL REPORT OF FREIGHT TONNAGE TRANSITS BY LOCK
ST. MARYS FALLS CANAL AT SAULT STE. MARIE, MICHIGAN
2003 SEASON**

MONTH	MacARTHUR	POE	DAVIS	WESTBOUND	EASTBOUND	TOTAL
March	0	235,979	0	32,441	203,538	235,979
April	934,359	5,746,549	0	515,924	6,164,984	6,680,908
May.....	1,717,846	6,824,185	0	678,835	7,863,196	8,542,031
June.....	1,256,398	6,980,883	36,116	1,053,864	7,219,533	8,273,397
July.....	1,756,916	6,647,316	6,081	927,025	7,483,288	8,410,313
August.....	1,592,995	6,437,861	0	701,326	7,329,530	8,030,856
September.....	2,023,172	5,927,700	0	1,015,647	6,935,225	7,950,872
October.....	1,885,106	5,909,931	0	941,823	6,853,214	7,795,037
November.....	1,996,432	5,330,582	0	664,246	6,662,768	7,327,014
December.....	2,097,039	6,328,050	0	609,999	7,815,090	8,425,089
January 2004	501,841	3,325,639	0	184,506	3,642,974	3,827,480
TOTAL	15,762,104	59,694,675	42,197	7,325,636	68,173,340	75,498,976

VESSEL FLAG	MacARTHUR LOCK	POE LOCK	DAVIS LOCK	TOTAL NET TONS	MacARTHUR LOCK	POE LOCK	DAVIS LOCK	TOTAL PASSAGES
U.S.....	4,663,991	51,709,194	25,527	56,398,712	2,033	2,570	54	4,657
Canadian	8,288,493	6,488,639	16,670	14,793,802	1,254	671	34	1,959
Foreign.....	2,809,620	1,496,842	0	4,306,462	320	139	2	461
Government.....	0	0	0	0	451	203	20	674
All Other.....	0	0	0	0	5	8	0	13
TOTAL.....	15,762,104	59,694,675	42,197	75,498,976	4,063	3,591	110	7,764

This report is subject to revision.

Source: U.S. Army Corps of Engineers, Detroit District.

**REPORT OF THE NINTH COAST GUARD DISTRICT
 RADM RONALD F. SILVA, COMMANDER**

2003 NINTH DISTRICT TOTALS

(1) Local Notice to Mariners	41
(2) Special Notice to Mariners	1
(3) Total Federal Aids	2,629
Unlighted Buoys	1,099
Lighted Buoys.....	676
Daybeacons.....	854
(3) Racons.....	20
(4) Fog Signals.....	75
(5) Total Private Aids.....	2,998
(6) Total Lighted Ice Buoys	21
(7) Total Winter Markers	444
(8) Aids to Navigation Changes (ATONORDERS) Issued.....	36

**ICEBREAKING OPERATIONS
 2002/2003 ICE SEASON**

Domestic Icebreaking

a. Number of Deep Draft Transits During Ice Operations*	1,129
b. Operational Hours Spent in Domestic Icebreaking	1,275
c. Aerial Ice Reconnaissance Hours.....	160

* Traffic accounted for only through St. Marys River, Detroit River and Green Bay.



2003

GENERAL

STATISTICS

2003 WATER LEVELS

Water levels on all but Lake Ontario remained below their respective Long Term Averages (LTA) in 2003. In the case of Lake Ontario, that body of water started 2003 nine inches below LTA, but above average precipitation raised Ontario above LTA by June and the Lake ended the year 8 inches above LTA.

Lake Superior began 2003 more than one-half foot below LTA. Even when the Lake reached its seasonal peak in August, it was 11 inches below LTA. Lake Superior ended the year 9 inches below LTA.

Lake Michigan-Huron (hydrographically they are considered one body of water) started 2003 twenty inches below LTA, yet when the Lake "peaked" in July, it had fallen another 3 inches below LTA. Increased precipitation in the fall eased the situation a bit; Michigan-Huron ended the year 18 inches below LTA.

Lake Erie was 7 inches below LTA in January and remained below LTA the entire year. Erie ended the year 4 inches below LTA.

IMPACTS OF LOWER WATER LEVELS ON COMMERCIAL NAVIGATION

Great Lakes freighters carry anywhere from 70 to 270 net tons of cargo for each inch of loaded draft and, when water levels permit, load to drafts that range from 21 feet for a cement carrier or river-class self-unloader all the way up to 28 feet or more for a 1,000-footer. (Some of the largest vessels have loadlines that allow for drafts of 30 feet or more, something currently unattainable given the project depth in the connecting channels and most ports.) Therefore, severe fluctuations in water levels can dramatically impact waterborne commerce. The table below illustrates how falling and rising water levels have affected Great Lakes shipping in recent years. Water levels began to fall in the summer of 1998. While there has been some recovery, the top loads in 2003 were again noticeably lower than previous years. A vessel in the long-haul iron ore trade will make roughly 50 trips; a ship in the mixed trades can carry 90-100 cargos, so even a loss of a thousand tons or so each trip becomes significant by year's end.

COMPARISON OF LARGEST CARGOS IN VESSELS OF COMPARABLE SIZES CALENDAR YEARS 1999-2003

(net tons)

PORT	COMMODITY	LARGEST CARGO					5-YEAR AVERAGE
		1999	2000	2001	2002	2003	
Two Harbors, MN	Iron Ore	66,846	64,723	65,981	67,118	64,860	65,906
Escanaba, MI *	Iron Ore	72,226	63,402	67,878	67,643	64,244	67,079
Superior, WI	Coal (Head-of-Lakes)	67,124	64,642	64,681	67,258	64,831	65,708
Presque Isle, MI **	Limestone	-----	33,109	34,521	33,123	30,346	32,775
Alpena, MI	Cement	16,057	15,393	15,919	16,696	15,927	15,998
Fairport Harbor, OH	Salt	23,000	22,872	22,785	22,852	21,903	22,682

* Since Escanaba is located below the Soo Locks, loadings are not controlled by water levels in the Connecting Channels. Therefore, when Great Lakes water levels are high, cargos of 70,000 tons or more are common.

** The vessel used to benchmark Presque Isle, the GREAT LAKES TRADER, did not enter service until 2000.

2003 MEMBERSHIP AND TONNAGE

As of December 31, 2003, LCA represented 15 American corporations whose combined vessel roster totaled 57 U.S.-flag hulls operating exclusively on the Great Lakes. These 50 self-propelled vessels, six tug/barge units, and one other tug had an aggregate Gross Registered Tonnage of 959,726 and a per-trip capacity of 1,743,350 gross tons (1,952,552 net tons) at mid-summer draft.

Membership in LCA is open to owners/operators of Great Lakes licensed self-propelled vessels (including vessel combinations that operate as self-propelled vessels) whose principal marine business is the transportation of bulk cargos on the Great Lakes and whose vessels are subject to inspection by the U.S. Coast Guard under 46 USC 3301 (1), (9), and (10) and which are issued a Certificate of Inspection by the U.S. Coast Guard.

2003 CHANGES IN MEMBERSHIP

The Association welcomed five new members in 2003. Listed alphabetically, they are: Great Lakes Associates, Inc.; HMC Ship Management, Ltd.; Pere Marquette Shipping Company; Soo Marine Supply, Inc.; and Upper Lakes Towing Company, Inc. Great Lakes Associates has chartered the JOSEPH H. FRANTZ from Oglebay Norton Marine Services Company and carries various dry-bulk cargos. HMC operates the cement carrier SOUTHDOWN CHALLENGER. Pere Marquette operates the tug/barge UNDAUNTED/PERE MARQUETTE 41 in the dry-bulk trades. Soo Marine Supply operates the supply boat OJIBWAY in Sault Ste. Marie, Michigan. Upper Lakes Towing operates the tug JOSEPH THOMPSON JR. and barge JOSEPH THOMPSON in the dry-bulk trades.

Bethlehem Steel Corporation – Burns Harbor Division was renamed ISG-Burns Harbor, Inc. (The company's corporate moniker was changed to ISG Burns Harbor, LLC in 2004.)

With transfer of operation of the SOUTHDOWN CHALLENGER to HMC Ship Management, Ltd., Cement Transit Company withdrew from the Association.

2003 VESSEL ENROLLMENTS

VESSEL	YEAR BUILT	GROSS REGISTERED TONNAGE	MID-SUMMER CAPACITY (GROSS TONS)	TRADES SERVED
JOSEPH H. FRANTZ	1925	9,589	13,600	All dry-bulk except cement.
OLIVE L. MOORE (tug)	1928	297	N/A	N/A
OJIBWAY	1946	53	N/A	Delivers supplies to vessels.
PERE MARQUETTE 41 (barge)	1941	3,413	4,600	All dry-bulk except cement.
JOSEPH THOMPSON, JR. (tug)	1990	841	N/A	N/A
JOSEPH THOMPSON (barge)	1944	14,356	21,200	All dry-bulk except cement.
UNDAUNTED (tug)	1998	569	N/A	N/A

2003 VESSEL SALES

LCA members sold two vessels in 2003. The Interlake Steamship Company sold the self-unloader ELTON HOYT 2ND to Lower Lakes Towing, Ltd. of Port Dover, Ontario. The HOYT, named in honor of the Senior Managing Partner of Pickands Mather & Co., was a straight-decker when christened in 1952 and unique in that it, and a sistership SPARROWS POINT (now the BUCKEYE), were built at Bethlehem Steel's Sparrows Point yard in Maryland and to reach the Lakes, had to be towed down the East Coast, through the Gulf and then up the Mississippi River.

The vessel was lengthened in 1957 and converted to a self-unloader in 1980. It had been idle since January 1, 2001. The vessel returned to service under Canadian registry as the MICHIPICOTEN.

Cleveland Tankers Ship Management Inc. sold the tanker SATURN to foreign owners for off-Lakes use.

VESSEL	YEAR BUILT (LAST OPERATED)	DISPOSITION	GROSS REGISTERED TONNAGE	MID-SUMMER CAPACITY (GROSS TONS)
ELTON HOYT 2ND	1952 (2001)	Sold to Lower Lakes Towing Ltd. and operating as the MICHIPICOTEN.	10,970	22,300
SATURN	1974 (2003)	Sold foreign for off-Lakes use.	3,903	5,550
TOTAL			14,873	27,850

2003 VESSEL DISENROLLMENTS

Both of the above-listed vessels were disenrolled from LCA following their sale.

2003 U.S.-FLAG VESSEL UTILIZATION RATES

On January 1, 2003 41 U.S.-flag lakers representing 71.2 percent of carrying capacity were in service, but following the January 15 closing of the Soo Locks, most vessels were laid-up for the winter. By February 1, the active fleet totaled just one self-unloading tug/barge moving iron ore from Escanaba and two tankers moving liquid-bulk bulk products.

The winter of 2002/2003 was severe, and as a result, the spring fit-out was significantly delayed for many vessels. Only 25 U.S.-flag lakers were in service on April 1, a decrease of nine hulls compared to a year earlier. However, business conditions were depressed in April 2002. A more valid comparison is with April 1998. In that regard, the April 1, 2003 total represented a decrease of 35 vessels.

By May 1 the active fleet had reached 56 vessels representing 88.9 percent of carrying capacity, but a number of vessels were still idle and, in fact, would not operate in 2003. Those vessels were BUCKEYE, COURTNEY BURTON, and RICHARD REISS.

Demand remained sluggish as June began and the mid-sized self-unloader ARMCO was withdrawn from service and did not sail again in 2003. The self-unloader JOSEPH H. FRANTZ was idled from July 17 until August 19.

As fall approached, demand began to improve. The river-class self-unloader WOLVERINE sailed on September 23. The 1,000-footer GEORGE A. STINSON, idled since May 20, resumed operations on November 10.

The U.S.-flag Great Lakes fleet peaked in terms of carrying capacity in service on December 1 when the 56 vessels in operation represented 90.3 percent of hauling power. A late surge in demand for iron ore and limestone kept most of the fleet operating until year's end.

2003 VESSEL UTILIZATION RATES — U.S.-FLAG GREAT LAKES FLEET
SELF-PROPELLED VESSELS AND TUG/BARGE UNITS

(1,000 gross registered tons or more)

COE VESSEL CLASS	VESSEL LENGTH	VESSELS IN CLASS	CARRYING CAPACITY	JANUARY 1		FEBRUARY 1		MARCH 1		APRIL 1		MAY 1		JUNE 1		
				(I)	(II)	(I)	(II)	(I)	(II)	(I)	(II)	(I)	(II)	(I)	(II)	
Dry-Bulk Carriers																
X	950' - 1,099'	13	778,680	10	598,290	0	0	0	0	12	719,680	13	778,680	12	719,680	
IX	850' - 949'	1	44,915	1	44,915	0	0	0	0	1	44,915	1	44,915	1	44,915	
VIII	731' - 849'	11	317,470	10	277,910	1	40,000	0	0	2	65,300	11	317,470	11	317,470	
VII	700' - 730'	7	193,478	4	120,747	0	0	0	0	2	58,400	6	165,978	6	165,978	
VI	650' - 699'	6	170,825	4	104,600	0	0	0	0	0	0	4	102,900	4	102,900	
V	600' - 649'	12	228,057	5	114,884	0	0	0	0	2	43,800	9	179,584	10	193,184	
II	400' - 499'	1	4,600	0	0	0	0	0	0	0	0	1	4,600	1	4,600	
TOTALS		51	1,738,025	34	1,261,346	1	40,000	0	0	19	932,095	45	1,594,127	45	1,548,727	
PERCENTAGE				66.7	72.6	2	2.3	0	0	37.2	53.6	88.2	91.7	88.2	89.1	
Cement Carriers																
VI	550' - 599'	2	19,800	1	8,500	0	0	0	0	1	8,500	2	19,800	2	19,800	
III	500' - 549'	3	45,165	2	32,865	0	0	0	0	3	45,165	3	45,165	3	45,165	
II	400' - 499'	1	8,400	0	0	0	0	0	0	0	0	0	0	1	8,400	
TOTALS		6	73,365	3	41,365	0	0	0	0	4	53,665	5	64,965	6	73,365	
PERCENTAGE				50.0	56.4	0	0	0	0	66.7	72.9	83.3	89.9	100	100	
Tankers																
III	500' - 549'	1	10,150	1	10,150	1	10,150	1	10,150	1	10,150	1	10,150	1	10,150	
II	400' - 499'	4	24,690	3	17,340	1	4,250	0	0	1	7,350	4	24,690	3	20,440	
I	399' and less	1	5,550	0	0	0	0	0	0	0	0	1	5,550	0	0	
TOTALS		6	40,390	4	27,490	2	14,400	1	10,150	2	17,500	6	40,390	4	30,590	
PERCENTAGE				66.7	68.1	33.3	35.7	16.7	25.1	33.3	43.3	100	100	66.7	75.7	
TOTALS (ALL VESSELS)		63	1,851,780	41	1,330,201	3	54,400	1	10,150	25	1,003,260	56	1,699,482	55	1,652,682	
PERCENTAGE (ALL VESSELS)				65.1	71.2	4.8	2.0	1.6	0.6	39.7	54.2	88.9	91.8	87.3	89.2	

(I) Number of vessels in service.
(II) Per-trip carrying capacity in service (gross tons, mid-summer draft).

2003 VESSEL UTILIZATION RATES — U.S.-FLAG GREAT LAKES FLEET
SELF-PROPELLED VESSELS AND TUG/BARGE UNITS

(1,000 gross registered tons or more)

COE VESSEL CLASS	VESSEL LENGTH	VESSELS IN CLASS	CARRYING CAPACITY	JULY 1		AUGUST 1		SEPTEMBER 1		OCTOBER 1		NOVEMBER 1		DECEMBER 1	
				(I)	(II)	(I)	(II)	(I)	(II)	(I)	(II)	(I)	(II)	(I)	(II)
Dry-Bulk Carriers															
X	950' - 1,099'	13	778,680	12	719,680	12	719,680	12	719,680	12	719,680	12	719,680	13	778,680
IX	850' - 949'	1	44,915	1	44,915	1	44,915	1	44,915	1	44,915	1	44,915	1	44,915
VIII	731' - 849'	11	317,470	10	291,970	10	291,970	10	291,970	10	291,970	10	291,970	10	291,970
VII	700' - 730'	7	193,478	6	165,978	6	165,978	6	165,978	6	165,978	6	165,978	6	165,978
VI	650' - 699'	6	170,825	4	102,900	4	102,900	4	102,900	4	102,900	4	102,900	4	102,900
V	600' - 649'	12	228,057	10	193,184	9	179,584	9	179,584	11	212,884	11	212,884	11	212,884
II	400' - 499'	1	4,600	1	4,600	1	4,600	1	4,600	1	4,600	1	4,600	1	4,600
TOTALS		51	1,738,025	44	1,523,227	43	1,509,627	43	1,509,627	45	1,542,927	45	1,542,927	46	1,601,927
PERCENTAGE				86.3	87.6	84.3	86.6	84.3	86.6	88.2	88.8	88.2	88.8	90.2	92.2
Cement Carriers															
VI	550' - 599'	2	19,800	1	8,500	2	19,800	2	19,800	2	19,800	2	19,800	2	19,800
III	500' - 549'	3	45,165	3	45,165	3	45,165	3	45,165	3	45,165	3	45,165	3	45,165
II	400' - 499'	1	8,400	0	0	0	0	1	8,400	1	8,400	0	0	0	0
TOTALS		6	73,365	4	53,665	5	64,965	6	73,365	6	73,365	5	64,965	5	64,965
PERCENTAGE				66.7	73.1	83.3	89.9	100	100	100	100	83.3	89.9	83.3	89.9
Tankers															
III	500' - 549'	1	10,150	1	10,150	1	10,150	1	10,150	1	10,150	1	10,150	1	10,150
II	400' - 499'	4	24,690	3	20,440	4	24,690	3	16,830	3	17,340	3	16,830	4	24,690
I	399' and less	1	5,550	0	0	1	5,550	1	5,550	1	5,550	1	5,550	1	5,550
TOTALS		6	40,390	4	30,590	6	40,390	5	32,530	5	33,040	4	26,980	5	34,840
PERCENTAGE				66.7	75.7	100	100	83.3	80.5	83.3	81.8	80.0	77.4	100	100
TOTALS (ALL VESSELS)		63	1,851,780	52	1,607,482	54	1,614,982	54	1,615,522	56	1,649,332	54	1,634,872	56	1,701,732
PERCENTAGE (ALL VESSELS)				82.6	86.8	85.7	87.2	85.7	87.2	88.9	88.9	87.1	88.5	90.3	92.2

(I) Number of vessels in service.

(II) Per-trip carrying capacity in service (gross tons, mid-summer draft).

Note: With the sale of the SATURN, the data base is reduced to 62 vessels with a combined per-trip capacity of 1,846,230 gross tons.

**DATES OF OPERATION FOR
VESSELS COMPRISING UTILIZATION RATE TABLE**
(VESSELS LISTED IN ORDER OF CARRYING CAPACITY)

VESSEL	DATES IN OPERATION
DRY-BULK CARRIERS	
CLASS X SELF-PROPELLED DRY-BULK CARRIERS	
EDWIN H. GOTT	01/01-01/16; 03/24-12/31
EDGAR B. SPEER	01/01-01/13; 03/24-12/31
COLUMBIA STAR	01/01-01/13; 04/01-12/31
INDIANA HARBOR	01/01-01/14; 04/01-12/31
WALTER J. McCARTHY, JR.	04/01-12/31
PAUL R. TREGURTHA	01/01-01/12; 04/02-12/31
OGLEBAY NORTON	01/01-01/15; 04/02-12/31
BURNS HARBOR	03/27-12/31
JAMES R. BARKER	01/01-01/08; 03/31-12/31
MESABI MINER	01/01-01/06; 04/02-12/31
GEORGE A. STINSON	01/01-01/14; 04/08-5/20; 11/10-12/31
STEWART J. CORT	04/03-12/31
CLASS X TUG/BARGE DRY-BULK CARRIERS	
PRESQUE ISLE	01/01-01/16; 03/25-12/31
CLASS IX SELF-PROPELLED DRY-BULK CARRIERS	
ROGER BLOUGH	01/01-01/15; 03/23-12/31
CLASS VIII SELF-PROPELLED DRY-BULK CARRIERS	
ST. CLAIR	01/01-01/15; 04/10-12/31
CHARLES M. BEEGLY	01/01-01/16; 04/05-12/31
LEE A. TREGURTHA	01/01-01/11; 04/13-12/31
JOHN G. MUNSON	01/01-01/15; 04/05-12/31
ARMCO	01/01/01-03; 04/09-06/05
RESERVE	01/01-01/16; 04/09-12/31
KAYE E. BARKER	01/01-01/09; 04/05-12/31
ARTHUR M. ANDERSON	01/01-01/15; 04/02-12/31
PHILIP R. CLARKE	01/01-01/15; 04/05-12/31
CASON J. CALLAWAY	01/01-01/15; 04/05-12/31
CLASS VIII TUG/BARGE DRY-BULK CARRIERS	
JOYCE VanENKEVORT / GREAT LAKES TRADER	01/01-12/14; 03/13-12/31
CLASS VII SELF-PROPELLED DRY-BULK CARRIERS	
JOSEPH L. BLOCK	01/01-02/01; 03/13-12/31
AMERICAN MARINER	01/01-1/9; 04/10-12/31
H. LEE WHITE	01/01-01/09; 04/08-12/31
MIDDLETOWN	04/09-12/31
CLASS VII TUG/BARGE DRY-BULK CARRIERS	
DOROTHY ANN / PATHFINDER	04/06-12/31
JOSEPH H. THOMPSON	01/01-01/18; 03/26-12/31
CLASS VI SELF-PROPELLED DRY-BULK CARRIERS	
JOHN J. BOLAND	01/01-01/14; 04/09-12/31
ADAM E. CORNELIUS	01/01-01/08; 04/15-12/31
HERBERT C. JACKSON	01/01-01/11; 04/05-12/31
BUCKEYE	Did not sail in 2003.
COURTNEY BURTON	Did not sail in 2003.
WILFRED SYKES	04/08-12/31

DATES OF OPERATION FOR VESSELS COMPRISING UTILIZATION RATE TABLE

(VESSELS LISTED IN ORDER OF CARRYING CAPACITY)

(continued)

VESSEL	DATES IN OPERATION
DRY-BULK CARRIERS - Continued	
CLASS V SELF-PROPELLED DRY-BULK CARRIERS	
AMERICAN REPUBLIC	04/08-12/31
FRED R. WHITE, JR.	01/01-01/08; 03/17-12/31
SAM LAUD	01/01-01/11; 04/12-12/31
BUFFALO	01/01-01/16; 04/24-12/31
EARL W. OGLEBAY	01/01-01/13; 04/09-12/31
DAVID Z. NORTON	04/15-12/31
WOLVERINE	09/23-12/31
RICHARD REISS	Did not sail in 2003.
JOSEPH H. FRANTZ	05/10-07/16; 08/19-12/31
MAUMEE	01/01-01/2; 04/15-12/31
CALUMET	01/01-01/9; 04/07-12/31
CLASS V TUG/BARGE DRY-BULK CARRIERS	
INVINCIBLE / McKEE SONS	03/31-12/26
CLASS III TUG/BARGE DRY-BULK CARRIERS	
UNDAUNTED / PERE MARQUETTE 41	04/09-12/31
CEMENT CARRIERS	
CLASS IV SELF-PROPELLED CEMENT CARRIERS	
SOUTHDOWN CHALLENGER	04/17-12/31
CLASS IV TUG/BARGE CEMENT CARRIERS	
CEMEX CONQUEST	03/26-12/31
CLASS III SELF-PROPELLED CEMENT CARRIERS	
ALPENA	01/01-01/09; 03/01-12/31
J. A. W. IGLEHART	03/24-12/30
CLASS III TUG/BARGE CEMENT CARRIERS	
INTEGRITY	01/01-01/19; 03/15-12/31
CLASS II SELF-PROPELLED CEMENT CARRIERS	
PAUL H. TOWNSEND	In service as required by demand.
TANKERS	
CLASS III TUG/BARGE TANKERS	
MICHIGAN / GREAT LAKES	Year-round operation.
CLASS II SELF-PROPELLED TANKERS	
GEMINI	In service as required by demand.
CLASS II TANK BARGES	
E-63	In service as required by demand.
H-5101	In service as required by demand.
H-3601	In service as required by demand.
CLASS I SELF-PROPELLED TANKERS	
SATURN	In service as required by demand.



Vessel Rosters Of LCA Members

The Greatest Ships on the Great Lakes

SUMMARY OF LCA MEMBERSHIP

(As of December 31, 2003)

MEMBER CARRIER	NUMBER OF CARGO VESSELS	GROSS REGISTERED TONNAGE	MID-SUMMER CAPACITY (GROSS TONS)
American Steamship Company.....	11	228,723	441,371
Central Marine Logistics, Inc.....	2	26,656	58,700
Cleveland Tankers Ship Management Inc.	1	5,854	7,860
Grand River Navigation Company, Inc.....	4	39,891	60,173
Great Lakes Associates, Inc.	1	9,589	13,600
Great Lakes Fleet, Inc. (a)	8	168,622	322,765
HMC Ship Management, Ltd.....	1	6,967	11,300
Inland Lakes Management, Inc.	3	21,780	35,965
The Interlake Steamship Company	8	172,822	309,891
ISG-Burns Harbor, Inc. (b).....	2	68,582	119,000
Oglebay Norton Marine Services Company	11	173,705	326,925
Pere Marquette Shipping Company	1	3,982	4,600
Soo Marine Supply, Inc.....	1	53	N/A
Upper Lakes Towing Company, Inc.	1	15,197	21,200
VanEnkevort Tug & Barge, Inc.	2	17,303	40,000
TOTALS	57	959,726	1,743,350

(a) Renamed Great Lakes Fleet, Inc. / Key Lakes, Inc. in June 2004.

(b) Renamed ISG Burns Harbor, LLC in May 2004.

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.

AMERICAN STEAMSHIP COMPANY

Centerpointe Corporate Park • 500 Essjay Road • Williamsville, New York 14221-8226
 (716) 635-0222 or (800) 828-7230 • Fax: (716) 635-0220 • Web site: www.americansteamship.com

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Indiana Harbor.....	1979	1,000	105	28'00"+	B,S	D	14,000	X(P)	35,923	61,390	237.5
Walter J. McCarthy, Jr.	1977	1,000	105	28'00"+	B,S	D	14,000	X(P)	35,923	61,390	237.5
George A. Stinson (a).....	1978	1,000	105	28'00"+	B	D	16,000	X(P)	34,569	59,000	237.0
St. Clair.....	1976	770	92	28'00"+	B,S	D	10,500	VIII(P)	27,482	39,560	158.9
Adam E. Cornelius.....	1973	680	78	28'00"+	B	D	7,000	VI(P)	15,674	27,340	111.7
American Mariner.....	1980	730	78	28'00"+	B,S	D	7,000	VII(P)	15,396	31,770	126.7
H. Lee White.....	1974	704	78	28'00"+	B,S	D	7,000	VII(P)	14,498	30,577	122.1
John J. Boland.....	1973	680	78	28'00"+	B,S	D	7,000	VI(P)	13,862	29,260	117.4
American Republic.....	1981	634.9	68	28'00"+	B,S	D	7,000	V	12,158	24,270	96.0
Buffalo.....	1978	634.9	68	28'00"	B,S	D	7,000	V	11,619	23,407	95.1
Sam Laud.....	1975	634.9	68	28'00"	B,S	D	7,000	V	11,619	23,407	95.1
Totals — 11 Vessels.....									228,723	411,371	

(a) Renamed the AMERICAN SPIRIT in 2004.

CENTRAL MARINE LOGISTICS, INC.

445 North Broad Street • Griffith, Indiana 46319-2223
 (219) 922-2602 • Fax: (219) 922-2715 • Web site: www.centralmarinelogistics.com

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Joseph L. Block.....	1976	728	78	28'00"+	B,S	D	7,000	VII(P)	14,955	37,200	126.5
Wilfred Sykes.....	1949	678	70	27'07.5"	B	O	7,000	VI	11,701	21,500	98.0
	1975										
Totals — 2 Vessels.....									26,656	58,700	

CLEVELAND TANKERS SHIP MANAGEMENT INC.

Post Office Box 6479 • Cleveland, Ohio 44101
 (216) 771-1999 • Fax: (216) 621-5526

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Gemini	1978	432.5	65	23'00"	---	D	5,000	II	5,854	7,860	83

GRAND RIVER NAVIGATION COMPANY, INC.

Suite No. 2 • 515 Moore Road • Avon Lake, Ohio 44012
 (440) 930-2023 • Fax: (440) 930-2099

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Invincible (tug)	1979	94' 05"	35	N/A	---	D	5,600	N/A	180	---	---
McKee Sons (barge)	1945 (1991)	579' 02"	71' 05"	27' 05"	B	N/A	N/A	V	13,500	19,900	85
Richard Reiss	1943 1964	620.5	60	24'07"	B	D	2,950	V	9,790	15,173	76
Calumet	1929 1956	603.8	60	22'02"	B	D	4,336	V	8,233	12,450	73
Maumee	1929 1961	604.8	60	22'03"	B	D	3,240	V	8,188	12,650	73
Totals — 4 Vessels									39,891	60,173	

GREAT LAKES ASSOCIATES, INC.

Suite 600 • 20325 Center Ridge Road • Rocky River, Ohio 44116
 (440) 356-1950 • Fax: (440) 356-1953

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Joseph H. Frantz	1925	618	62	22'00"	B	D	4,000	V	9,589	13,600	76.7
	1965										

GREAT LAKES FLEET, INC. / KEY LAKES, INC.
 (formerly Great Lakes Fleet, Inc.)

212 South 37th Avenue, West • Duluth, Minnesota 55807
 (218) 723-2420 • Fax: (218) 723-2455

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Edwin H. Gott	1978	1,004	105	28'00"+	B	D	19,500	X(P)	35,592	62,200	238
Edgar B. Speer	1980	1,004	105	28'00"+	B	D	19,260	X(P)	34,620	62,200	238
Roger Blough	1972	858	105	27'11"	B	D	15,000	IX(P)	22,041	44,915	194
John G. Munson	1952 (1976)	768	72	27'04"	B,S	O	7,000	VIII(P)	15,179	25,550	116
Arthur M. Anderson	1952 (1975) 1982	767	70	27'00"	B,S	O	7,000	VIII(P)	12,341	25,300	113
Philip R. Clarke	1952 (1974) 1982	767	70	27'00"	B,S	O	7,000	VIII(P)	12,341	25,300	113
Cason J. Callaway	1952 (1974) 1982	767	70	27'00"	B,S	O	7,000	VIII(P)	12,309	25,300	113
Presque Isle	1973	1,000	104.6	28'00"+	B	D	15,000	X(P)	24,199	52,000	230
Totals — 8 Vessels									168,622	322,765	

GLF Great Lakes Corp.

HMC SHIP MANAGEMENT, LTD.

13155 Grant Road • Lemont, Illinois 60439
(630) 257-5457 • Fax: (630) 257-9049

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Southdown Challenger	1906 1967	552.1	56	21'09"	B	O	3,500	IV	6,967	11,300	72

INLAND LAKES MANAGEMENT, INC.

Post Office Box 646 • Alpena, Michigan 49707-0646
(989) 354-2232 • Fax: (989) 354-4146

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
J.A.W. Iglehart	1936 1965	501.5	68	25'06"	B	O	4,400	III	9,460	12,300	62.8
Alpena.....	1942 1991	519.6	67	26'05"	B	O	4,000	III	8,018	15,265	77.3
Paul H. Townsend	1945 1953	447	50	22'01"	B	D	2,200	II	4,302	8,400	44.0
Totals — 3 Vessels									21,780	35,965	

THE INTERLAKE STEAMSHIP COMPANY

Interlake Corporate Center • 4199 Kinross Lakes Parkway • Richfield, Ohio 44286-9372
 (330) 659-1400 • Fax: (330) 659-1445 • Web site: www.interlake-steamship.com

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Paul R. Tregurtha	1981	1013.5	105	28'00"+	B	D	17,120	X(P)	36,360	61,000	239
James R. Barker	1976	1,000	105	28'00"+	B	D	16,000	X(P)	34,728	59,000	235
Mesabi Miner	1977	1,000	105	28'00"+	B	D	16,000	X(P)	34,728	59,000	235
Charles M. Beeghly	1959 (1972) 1981	806	75	28'00"+	B,S	O	8,500	VIII(P)	16,284	31,000	130
Herbert C. Jackson	1959 1975	690	75	27'08.5"	B,S	O	6,000	VI	12,292	24,800	105
Interlake Transportation, Inc.											
Dorothy Ann (tug)	1998	124	44	---	---	D	7,200	---	1,090	---	---
Pathfinder (barge)	1952 (1997)	606	70	26'03"	B	---	---	VII*	10,720	20,631	100
Lakes Shipping Company, Inc.											
Lee A. Tregurtha	1942 (1961) (1976) 1978	826	75	28'00"+	B,S	O	7,700	VIII(P)	14,671	29,100	122
Kaye E. Barker	1952 (1976)	767	70	26'11.75"	B,S	O	7,000	VIII(P)	11,949	25,360	115
Totals — 8 Vessels									172,822	309,891	

ISG BURNS HARBOR, LLC
 (formerly ISG-BURNS HARBOR, INC.)

250 West US Highway 12 • Burns Harbor, Indiana 46304-9745
 (219) 787-2120 • Fax: (219) 787-2705

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Burns Harbor	1980	1,000	105	28'00"+	B,S	D	14,000	X(P)	35,652	61,000	235
Stewart J. Cort	1972	1,000	105	27'11"	B,S	D	14,000	X(P)	32,930	58,000	230
Totals — 2 Vessels									68,582	119,000	

OGLEBAY NORTON MARINE SERVICES COMPANY

North Point Tower • 15th Floor • 1001 Lakeside Avenue • Cleveland, Ohio 44114
 (216) 861-8700 • Fax: (216) 861-2315 • Web site: www.oglebaynorton.com

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Columbia Star.....	1981	1,000	105	28'00"+	B,S	D	14,000	X(P)	35,923	61,500	237.5
Oglebay Norton.....	1978	1,000	105	28'00"+	B,S	D	14,000	X(P)	35,652	61,000	235.0
Middletown.....	1943 (1961) 1982	730	75	28'00"+	B	O	7,700	VII	13,205	24,600	106.8
Armco	1953 (1974) 1982	767	70	26'11.75"	B	O	7,000	VIII(P)	12,448	25,500	113.3
Reserve	1953 (1975) 1983	767	70	26'11.75"	B	O	7,000	VIII(P)	12,358	25,500	113.3
Buckeye.....	1952 (1958) 1980	698.5	70	26'11"	B	O	7,000	VI	11,691	23,200	100.0
Fred R. White, Jr.....	1979	635	68	27'11"	B,S	D	7,000	V	11,689	24,100	95.5
Courtney Burton.....	1953 1981	690	70	27'08"	B	O	7,000	VI	11,422	22,425	101.0
Wolverine.....	1974	630	68	26'00"	B	D	5,400	V	10,037	19,700	90.6
David Z. Norton.....	1973	630	68	26'3/8"	B	D	5,400	V	9,640	19,700	90.6
Earl W. Oglebay.....	1973	630	68	26'3/8"	B	D	5,400	V	9,640	19,700	90.6
Totals — 11 Vessels									173,705	326,925	

PERE MARQUETTE SHIPPING COMPANY

701 Maritime Drive • P. O. Box 708 • Ludington, Michigan 49431
 (231) 845-7846 • Fax: (231) 843-4558 • Web site: www.prmship.com

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Undaunted (tug)	1998	144	33	N/A	B	D	2,000	N/A	569	N/A	N/A
Pere Marquette 41 (barge)	1941	494	58	19'02"	B	N/A	N/A	II	3,413	4,600	47
(1998)											
Totals — 1 ITB										3,982	4,600

SOO MARINE SUPPLY, INC.

1031 East Portage Avenue • Sault Ste. Marie, Michigan 49783
 (906) 632-2214 • Fax: (906) 632-1207

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity Per Inch of Draft (gross tons)
Ojibway	1946	60	28	7'00"	---	D	190	N/A	53	N/A	N/A

UPPER LAKES TOWING COMPANY, INC.

1423 North 19th Street • Escanaba, Michigan 49829
 (906) 789-1130 • Fax: (906) 789-9460

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity (gross tons)	Inch of Draft
Joseph Thompson, Jr. (tug)	1990	146	38	N/A	---	D	7,500	N/A	841	N/A	N/A	N/A
Joseph Thompson (barge) ... (1990)	1944	715	71.5	27'04"	B	N/A	N/A	VII	14,356	21,200	21,200	100
Totals — 1 ITB									15,197	21,200		

VANENKEVORT TUG & BARGE, INC.

1601 – 12th Road • P.O. Box 100 • Bark River, Michigan 49807-0100
 (906) 466-9959 • Fax: (906) 466-9952

Vessel	Year Built	Length (feet)	Beam (feet)	Mid-Summer Draft	Thruster	Fuel	Shaft Horse Power	COE Vessel Class	Gross Registered Tonnage	Mid-Summer Capacity (gross tons)	Capacity (gross tons)	Inch of Draft
Joyce VanEnkevort (tug)....	1998	135	50	19	---	D	10,200	N/A	1,179	N/A	N/A	N/A
Great Lakes Trader (barge)	2000	740	78	31	B	N/A	N/A	VIII(P)	15,823	40,000	40,000	135
Olive L. Moore (tug).....	1928	125	27	N/A	---	D	6,000	N/A	301	N/A	N/A	N/A
Totals — 1 ITB, 1 Tug									17,303	40,000		



LCA Web Site, Printed Materials And Videos

LCA WEB SITE, PRINTED MATERIALS, AND VIDEOS

LCA has an extensive Web site on the Internet. The Association also produces printed materials and videos about the industry and some of the most important issues. A brief description of each follows. The brochures are available free of charge in reasonable quantities. The videos may be borrowed for presentations and copying or purchased for \$8 each.

WEB SITE – WWW.LCASHIPS.COM

LCA's Web site offers a complete overview of U.S.-flag shipping on the Great Lakes. Sections deal with issues affecting the industry, cargo movement, number of vessels in service, news briefs....

PRINTED MATERIALS

Annual Report: A 4-page overview of the year that also includes LCA's objectives for the future and a recap of U.S.-flag carriage. *ALSO AVAILABLE ON-LINE.*

Position Papers: One-page statements on issues affecting U.S.-flag shipping on the Great Lakes. *ALSO AVAILABLE ON-LINE.*

Brochure - U.S.-Flag Shipping on the Great Lakes: A general overview of the role of U.S.-flag shipping on the Great Lakes. The brochure reviews cargos carried by U.S.-flag lakers, the types of vessels flying the American flag on the Great Lakes, and the role the Jones Act plays in fostering this diverse and efficient fleet. *ALSO AVAILABLE ON-LINE.*

Brochure - Great Lakes Shipping and Michigan: Partners in Commerce: Michigan boasts more deep draft ports than the other seven Great Lakes states combined. The brochure reviews cargo movement to and from Michigan's commercial ports and the thousands of jobs dependent on waterborne commerce.

Brochure - Great Lakes Shipping: The Vital Link For Ohio Industry: As the nation's second-largest steel-producing state, Ohio is a frequent destination for lakers. *ALSO AVAILABLE ON-LINE.*

Map of U.S. and Canadian Great Lakes Ports: A comprehensive map of all major cargo ports on the Great Lakes. An accompanying table lists which cargos move in and out of each port. Available as either an 8 ½" x 11" foldout or a 22" x 28" poster. Poster is free, but there is a \$5 shipping and handling fee. *ALSO AVAILABLE ON-LINE.*

The Jones Act: Produced by LCA for the Great Lakes Maritime Task Force, the brochure explains the principles of the Jones Act and illustrates the benefits that accrue from cabotage laws.

Great Lakes Poster: Produced by LCA for the Great Lakes Maritime Task Force, this 22" x 28" four-color poster includes a large map showing the major ports as well as statistics about Great Lakes shipping. Poster is free, but there is a \$5 shipping and handling fee.

VIDEOS

The Benefits of Great Lakes Shipping: A general overview of the industry, with emphasis on the cargos carried and the types of vessels working the Great Lakes. Also highlights contributions of the U.S. Coast Guard, U.S. Army Corps of Engineers, National Weather Service.... (\$8 shipping and handling fee.)

Maintaining the Balance: The influx of pleasure boaters on the Cuyahoga River in Cleveland and in other industrial rivers underscores the need for commercial and recreational navigation to work together to ensure the safety of all. Rules of the Road and other safety tips are discussed. (\$8 shipping and handling fee.)

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- LCA Position Papers
- Brochure - U.S.-Flag Shipping on the Great Lakes
- Brochure - Great Lakes Shipping and Michigan: Partners in Commerce
- Brochure - Great Lakes Shipping: The Vital Link for Ohio Industry
- Map of U.S. and Canadian Great Lakes Ports
 - 8 1/2" x 11" Foldout Version
 - 22" x 28" Poster.....(\$5 Shipping & Handling Fee)
- The Jones Act
- GLMTF Great Lakes 22" x 28" Poster..... (\$5 Shipping & Handling Fee)

VIDEOS

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- Maintaining the Balance.....(\$8 Shipping & Handling Fee If Purchasing)

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Lake Carriers' Association



The Greatest Ships on the Great Lakes

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