

With this issue, we begin our comprehensive lay-up report for the current winter. In our reports for the previous four years, we commented upon an unusual pattern of lay-ups which developed on the Canadian side of the lakes; primarily as a result of the vagaries of the grain trade, an inordinately high number of ships wintered at Montreal instead of being spread around the many Canadian ports. The winter of 1988-89 was more normal but the peculiar patterns have returned for 1989-90. Some of the reasons for this include late-season ice conditions, a late flurry of activity in the grain trade, the labour-related closure of the Thunder Bay shipyard for most of the year, and the anticipation of the Dofasco ore rush with the opening of the 1990 navigation season. The latter factor alone likely will dictate a continuation of the current pattern for the foreseeable future.

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The following major commercial vessels are laid up at TORONTO this winter:

CANADIAN LEADER	JADRAN (restaurant)	POINT CARROLL (tug)
CONGAR	McASPHALT 201 (barge)	STEPHEN B. ROMAN
ENERCHEM LAKER	McASPHALT 401 (barge)	SEAWAY QUEEN
ENGLISH RIVER	MENIER CONSOL	S.M.T.B. NO. 7
HOCHELAGA	METIS	(bunkers barge)
	SCOTT MISENER	WILLOWGLEN

In addition, the following other vessels are in port, some laid up for the winter, while others are operating regularly or intermittently:

ALGONQUIN QUEEN (Q.C.Y.C. ferry), AURORA BOREALIS (excursion boat), BAGOTVILLE (tug), BLUE CHIP VII (excursion boat), BOBBY BOWES (tug), CAROLYN JO (tug), CHALLENGE (sail excursion boat), COLINETTE (tug), DEER LAKE (tug), DUCHESS V (tug), ELSIE D. (R.C.Y.C. tender), EMPIRE SANDY (sail excursion boat), ESPERANZA IV (R.C.Y.C. tender), CAPT. MATTHEW FLINDERS (excursion boat), GALACTICA 001 (excursion boat), H.M.C.S. HAIDA (museum at Ontario Place), NED HANLAN II (tug), HIAWATHA (R.C.Y.C. ferry), WILLIAM INGLIS (Island ferry), ISLAND QUEEN V (excursion boat), I-WY-SEA (I.Y.C. ferry), JAGUAR II (excursion boat), JUBILEE QUEEN (excursion boat), KENNETH A. (tug), KLANCY II (excursion boat), KWASIND (R.C.Y.C. ferry), WM. LYON MACKENZIE (firetug), MAPLE CITY (Island Airport ferry), MARIPOSA BELLE (excursion boat), SAM McBRIDE (Island ferry), MICHAEL D. MISNER (tug), MISS TORONTO (excursion boat), NELVANA (excursion boat), NORVIC (excursion boat), ONGIARA (Island ferry), ORIOLE (excursion boat), PAULA M. (tug), PIONEER PRINCESS (excursion boat), PLAYFAIR (sail training ship), PRIDE OF TORONTO (excursion boat), PRINCE II (I.Y.C. ferry), PROGRESS III (derrick barge), R.C.L. TUG 11 (tug), THOMAS RENNIE (Island ferry), WILLIAM REST (tug), HAROLD S. ROBBINS (Q.C.Y.C. tender), STE. MARIE I (excursion boat), FRED SCANDRETT (tug), SHIPSANDS (excursion boat), SHOWBOAT ROYAL GRACE (excursion boat), GLADYS M. SIMPSON (excursion boat), HARVEY H. SIMPSON (excursion boat), K. WAYNE SIMPSON (excursion boat), MISS KIM SIMPSON (excursion boat), MISS SHAWN SIMPSON (excursion boat), SOULANGES (tug), STELLA BOREALIS (excursion boat), T.H.C. 50 (derrick barge), TORONTONIAN (excursion boat), TRILLIUM (excursion/Island ferry steamer), VULCAN II (excursion boat), WESTPETE (tug), DOC WILLINSKY (I.Y.C. ferry), WINDMILL POINT (Island Airport spare ferry), YANKEE LADY (excursion boat), YANKEE LADY II (excursion boat).

For the first time, we have made an effort to list all (or as many as we could) of the numerous excursion boats, tugs, tenders, etc., which presently are lurking about Toronto Harbour. We have done this in an attempt to show just how many party boats there now are on these waters, in addition to the usual tugs and work boats. That we have missed some is extremely likely, and we take no responsibility for the completeness of the list:

One addition, if only we knew under what name to list her, is the large, former U.S. Coast guard tug now lying (without name) near the foot of Jarvis Street.