

together primarily using e-mail. Ye Ed. hopes that his employer never finds out how much company time was spent on PELEE e-mails during office hours!

We have a great number of persons to thank for their efforts in bringing this story to fruition. Some of them received "preliminary" thanks in the January issue, but now is the time to tell all of these people how grateful we are for their invaluable assistance. Some of the thanks are, of necessity, given posthumously, but no less gratefully. We extend our most sincere gratitude to (in alphabetical order): John H. Bascom (late), Ronald F. Beaupre, Ivan S. Brookes (late), Michele Dale, Alvon Jackson, James M. Kidd (late), Patrick Labadie, Alan Mann, The Marsh Collection of Amherstburg, Jack Messmer, Capt. Gerry Ouderkirk, Frank and Nancy Prothero, Dr. Gordon Shaw, John Thompson and Gordon Wendt.

In addition to the personal help, or the collection notes and photos of those mentioned above, we should note certain publications. The vessels serving Sandusky over the years were well recorded by Gordon Wendt in his In The Wake of the WALK-IN-THE-WATER, The Marine History of Sandusky, Ohio, of 1984. The history of the Pelee Island ferry service was the subject of an article (in retrospect and at best "only a beginning") by Theodore N. Ferris, Lakewood, Ohio, which appeared in the Winter 1978 issue of "Inland Seas", quarterly journal of the Great Lakes Historical Society.

We urge members to make suggestions for future "Scanner" features. As you can see, the simplest suggestion may turn into a major piece of marine history research.

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LAY-UP LISTINGS - WINTER 2000-2001

We now present the first instalment of our comprehensive lay-up report for the current winter. We have covered as many ports as possible with the material supplied by our readers, but many vessels have been running late this winter, despite severe ice conditions. Additional listing and, if necessary, corrections, will appear next issue.

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

ALGOISLE	CANADIAN VENTURE	STEPHEN B. ROMAN
CANADIAN MARINER	CANADIAN VOYAGER	SEAWAY QUEEN
CANADIAN PROSPECTOR	ENGLISH RIVER	TORONTO DRYDOCK
CANADIAN TRADER	JADRAN (restaurant)	(ex MENIER CONSOL)

The following other vessels are in port, most laid up for the winter, although a few are operating, either regularly or intermittently:

ALGONQUIN QUEEN (Q.C.Y.C. ferry), ATOMIC (tug), CHALLENGE (sail excursion), ELSIE D. (R.C.Y.C. tender), EMPIRE SANDY (sail excursion), EMPRESS OF CANADA (excursion), ENTERPRISE 2000 (excursion), ESPERANZA IV (R.C.Y.C. tender), CAPT. MATTHEW FLINDERS (excursion), GALACTICA 001 (excursion), GLENMONT (ex tug), H.M.C.S. HAIDA (museum, Ontario Place), NED HANLAN II (tug), WILLIAM INGLIS (Island ferry), IROQUOIS (tug/yacht), ISLAND MARINER (marina ferry), ISLAND PRINCESS (excursion), I-WY-SEA (I.Y.C. ferry), JAGUAR II (excursion), JUBILEE QUEEN (excursion), KAJAMA (sail excursion), KENNETH A. (tug), KLANCY II (excursion), KWASIND (R.C.Y.C. ferry).

LADY N. (excursion), WM. LYON MACKENZIE (firetug), MAPLE CITY (airport ferry), MARIPOSA BELLE (excursion), SAM McBRIDE (Island ferry), MISS KRISTY (ex fishboat), MISS TORONTO (excursion), NELVANA (excursion), NORTHERN SPIRIT I (excursion), OBSESSION III (excursion), ONGIARA (Island ferry), ORIOLE (excursion), P & P 1 (workboat), PATHFINDER (sail training), PATRICIA D. (workboat), PIONEER PRINCESS (excursion), PIONEER QUEEN (excursion), PLAYFAIR (sail training), PROGRESS (tug), THOMAS RENNIE (Island ferry), WILLIAM REST