

MACASSA BAY YACHT CLUB • Spring 2019 •

Macassa Mariner



FROM THE BRIDGE

Reports from MBYC Executives



DOCK MASTER

Report from Marc Campagna

As the new Dock Master, I wish all our members a very good summer, with plenty of sun. We are not quite there yet, as we still have a fair amount of work to do. I'll welcome replies from anyone who wants to volunteer.

We have two finger docks ready to go back in the water, and three to come out to be repaired. Also, there is a number of pipes (spuds) waiting to be hammered in to secure our docks. Lift-in is just around the corner on May 7th. For safety reasons, only launching boat owners and yard crew members are allowed in the yard while the cranes are operating.

Have a nice summer! Continued on page 2.



Out with old ...in with the new! MBYC volunteer crew rips out the old carpet! See pg 5 for the results.

MBYC Directors 2019

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Past Commodore – Jeff Dziepak

Vice Commodore – Ron Knapp

Secretary – Charles Mitchell Jr.

Treasurer – Adam Wilk

Secretary-Treasurer – Sandy Kovacs

Director - Building Maintenance – Ray Lizee

Director - Membership – Carl Easton

Dock/Yard Master – Marc Campagna

Director - Entertainment – Mark Mackesy

Director - Bar Management – Gerry Boyar

Sergeant-at-Arms – Frank Harild

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Co-Editors - Ian Fox and

Helena Laidlaw-Allan

Advertising - Bruce McLeod

Club Photography - Bob Mueller,

Andy Keyes, Helena Laidlaw-Allan,

Dave Bailey, and other contributors.

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The Editors reserve the right to

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Thank you to everyone who submitted

candid photos. Submissions can be

sent to editor.mbyc@gmail.com

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Deadline: Sept 1st 2019

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Please keep us updated on your e-mail listing and phone # so we can keep you informed of any important notifications regarding our club. Send an e-mail to Carl Easton (Membership) through the Club's website or leave a note at the bar.



FROM THE BRIDGE

Reports from MBYC Executives



ENTERTAINMENT

Report from Mark Mackesy

In the world of MBYC Entertainment, the news is that the annual St. Patrick's Day event was a great, sold out, success. "Chef" Greg

Coderre (Soc) came up with a wonderful Guinness Stew recipe for something different this year, and Monika Minnis (Soc) found us an Irish band at the last minute, something I had not thought possible. The group was "Acoustically Yours", and were a big hit.

Of course we had many other volunteers, to be named later at the Entertainment Awards dinner. (Didn't know there was an Entertainment Awards Dinner? You must not be a volunteer. It's not too late.)

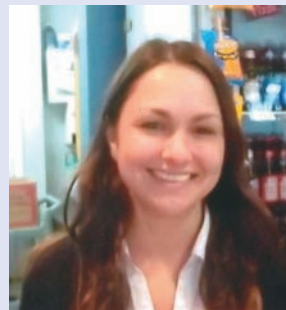
Monika also created and has been running the **Saturday Afternoon Jams**, which have really livened up the clubhouse every second Saturday. These jams don't cost the club anything, except for the drinks members buy the musicians. Monika is a Live Aboard. Let's hope that when the wintering boats leave, we still get to see some of the Live Aboards around the club, especially Monika. Thank her if you see her at the club. Let's hope she continues to organize the Afternoon Jams as long as there is interest around the club.

The next MBYC event is **Salsa Night**, which replaces Lady and the Tramp Pasta night. Due to Easter being on the weekend this is normally held, Salsa Night is on Saturday, April 27th. We'll have Latino food, Latino music and Latino dance instructors. There are still tickets left as I write this, at the usual low, low, \$20 pp. Cheaper than a movie date! Plus, think of all the entertainment in watching me try to dance Salsa.

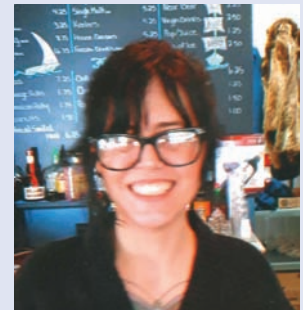
We can all look forward to **Lift-In Breakfast** with Joyce Charters and the usual lovely ladies, and the season will roll on, with not too many Entertainment changes from last year. OK, maybe one or two.

Finally, the lovely Doris has helped me with every event (when she wasn't working), and I strongly recommend no one do this job without prior spousal approval. Unless you plan on becoming a "Live Aboard" yourself.

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MEMBERSHIP

Report from Carl Easton

Spring has sprung, the Bay is liquefying again, it is almost time to uncover my “new to me” boat and get it organized for the coming season.

Membership is also going well, the season of renewals is pretty well over, only the few stragglers renewing an expired social membership and the occasional new recruit signing up.

I am pleased to report that dredging up memories of Excel spreadsheets and the management thereof was not as traumatic as I feared it would be. I have been able to get a handle on things and have actually managed to add a couple of features that I think may prove useful when it comes to lease negotiations.

Tracking the interests and involvement of willing club members in both club and outside interests and activities may add weight to our value to the city. We have a number of groups within the club, (Cruisers, the Knot a Brest folks, the Dart Players, and the musicians). If members are willing to add some of their volunteer activities outside the club, I am certain this information can be used to support the lease negotiations.

The executive has selected a number of candidates for membership and after posting and final acceptance by the executive, their membership will be effective when they pick up their membership card and FOB.

A part of my responsibilities as membership director include administration of the new Sonitrol FOB based security system.

The executive just made this a bit easier by requiring that all future membership purchases and renewals will require the possession of a FOB. I have the capability of creating new users, adding or deleting existing users and adjusting the access of all users. FOBs initially have access, to the front door, the balcony door and the washroom off the patio. Since the shed houses a number of potentially dangerous tools, access is by individual request. If you are a dockholder and feel you need access to the shed, all you have to do is ask. The FOBS can be recycled many times as they can be returned for full credit on the termination of membership. The FOB can then be reconfigured for a new user.

If there is anyone hoping to offer a borrowed FOB as proof of *FOBness* at membership renewal time, there is a list of the *FOBless* at the bar which will be checked... just saying.

As the number of FOBS in the club increases, I encourage members to use their FOBS each time they enter the club or the workshop. At some point, the city is likely to become interested in the activity levels and the door unlock records could be a useful statistic to bring out. Even if someone is holding the door, tap your FOB on the sensor to enter the count.

Membership counts as of April 3, 2019

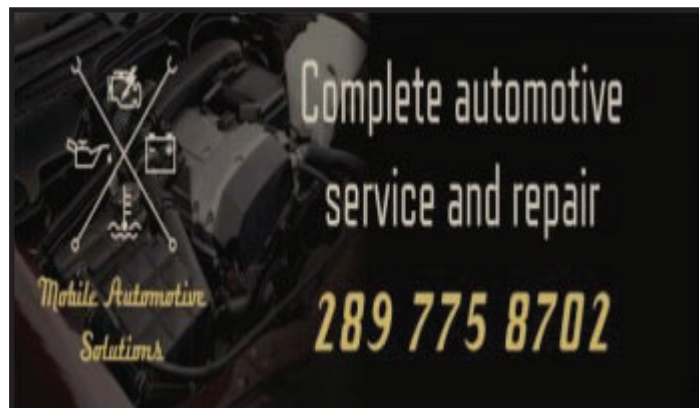
Running counts	Percent FOBS	Fobs	Member Totals
APPS/REG	77%	36	47
SOCIAL	46%	146	294
HON	0%	0	7
LIFE	56%	5	9
REGULAR	68%	97	144
TOTAL FOBS	59%	294	501

If you would like to become a MBYC Mariner Supporter and advertise here, or to renew your advertising contract, please contact Bruce McLeod.



CANADIAN TIRE MONEY IS STILL BEING ACCEPTED! THIS IS USED TO BUY TOOLS AND EQUIPMENT FOR OUR WORKSHOP.

PLEASE LEAVE CTC COUPONS AT THE BAR!





BUILDING MAINTENANCE

Report from Ray Lizee

Spring is here, with the tulips being the first plants to break out of the frozen ground around the building back in mid March. Starlings have already started building nests under the patio, at least until I figure out how to keep them out of there.

For those who haven't noticed, the lake is higher than normal, and in theory should get even higher throughout the spring. I'm remembering 2 years ago how the perimeter of our parking lot was under water. The lake was almost higher than the drain in the parking lot.

Let's hope that we won't have to sandbag our clubhouse.

If lake levels interest you, check out the following websites:

Federal Government: <https://www.canada.ca/en/environment-climate-change/services/water-overview/quantity/great-lakes-levels-related-data.html>

US Army Corps of Engineers: https://www.lre.usace.army.mil/Missions/Great-Lakes-Information/Great-Lakes-Information.aspx#ICG_ETH_22302

We sustained a little wind damage this winter, with winds blowing hard from unusual directions. One of the side awnings is torn, a few shingles on the vertical wall were torn off, and 2 of the outdoor glass lamp shades were blown out.

And yes ladies, we are aware that one of the toilets is loose in your upstairs washroom.

Thanks to those who helped with ripping out the old carpeting upstairs, and scraping off sections of the linoleum. And what an awesome painting job, with lots of great comments on the color scheme. We will also be ordering more chairs, so that we can meet our seating capacities both upstairs and downstairs. *Take care at lift-in.*

Sharing Our Harbour Safety Tips From the HPA

Hamilton Harbour is shared by many recreational vessels as well as over 600 commercial vessels each year. To help all users stay safe on the water, Hamilton Port Authority and Royal Hamilton Yacht Club hosted an information session for the boating community.

The session covered a number of important topics from racing and commercial traffic to the Burlington Canal Lift Bridge, and featured presentations by the Hamilton Police Services Marine Unit, Halton Regional Police Services Marine Unit, and the Hamilton Beach Rescue Unit.

In case you missed it, here are a few safety tips to help you stay safe on the water:

- *Recreational vessels must give way to commercial shipping vessels*
- *If you hear a series of sharp blasts from a commercial vessel, turn away immediately, get clear and keep clear*
- *Plan before you go, check the weather for your route, and let others know where you are going and when you will return*
- *Be aware of your surroundings and other vessels and be familiar with any navigational dangers in your area. Check your charts!*
- *Show navigation lights from sunset to sunrise and when visibility is reduced*
- *Stay clear of commercial docks and slips*
- *Never pass between a tug and its tow*



MBYC CLUB BAR GETS A REVAMP!

Thanks to all the volunteers, we have a new “refreshed” Bar and Meeting Room. New colour scheme with a *Nautical Flair*, befitting a yacht club. Plus new chairs and fresh carpet. With the new shower rooms we are starting the sailing season on a high note.



MBYC REGALIA BY MARTHA NEWMAN

AS SUMMER IS FAST APPROACHING I WANTED TO LET EVERYONE KNOW THAT I WILL BE SETTING UP OUR CLUB REGALIA THREE MORE TIMES.

The first will be the day of **Lift-in** on May 7th. I know everyone is very busy that day but thought it might be convenient for folks to check out when taking a food or beverage break. After that I will again set up a couple of hours before the **General Meeting** on June 5th and I will again display things on the day of **Sailpast**. Some of the ladies have expressed an interest in white cotton v-neck t-shirts and I have some coming in a couple of weeks. I am still trying to source more of a feminine style sweat shirt and will keep you all posted. Best wishes to everyone as we get the boats ready for Lift-in.

BLUES NIGHT SOUTHERN DINNER & DANCE

We held a very successful sold out Blues Night Southern Dinner and Dance in February.

Special food kudos to social member Greg Coderre.

"Blueswinder" was the band, with our own social member Cliff Goodwin on drums.

(Cliff complained that he has been a member of MBYC for 30 years and we never hired any of his bands. So I hired him to shut him up. They were really good. Who knew?)

Mark Mackesy, Entertainment



MBYC presents

2019 Cruise Calendar—Preliminary

June 8 - 9, 2019 Early bird cruise

Newport Yacht Club—Join them for Sailpast

July 19-21, 2019 Beaches Jazzfest

Toronto Hydroplane & Sailing Club

August 10-11, 2019

Cathedral Bluffs Yacht Club

August 31-Sept 2 2019 Labour day cruise

Efobicoke Yacht Club



Send us your **MBYC MARINER** submissions via Email (preferred) to editor@mbyc@gmail.com or drop your article/photos addressed to Helena Laidlaw-Allan, Mariner Newsletter. Please be sure to put your name and contact info with your submission. We will edit your submission for spelling/grammar. Submissions are always subject to review for content suitability.

LETTER TO THE MBYC MARINER EDITORS

I would like to praise the MBYC Executive for closing the club's doors on three occasions this winter, due to major snow storms. They did the right thing and put health & safety of members and staff first.

Submitted by Andy Keyes

AROUND THE CLUB AND BEYOND





SOCIAL MEMBERS CORNER



By Tom Falls

RECIPROCAL COORDINATORS

by Lorna Howarth

Larry and I took over emailing reciprocal invitations and updating the reciprocal information for the cruisers, last season.

I have reformatted the table that is posted on the Club's Web Site under "Reciprocal Information", including the Reciprocal Policy for the Clubs that we have reciprocal agreements with.

The information is updated as changes occur to reciprocal policies, so if you note that the reciprocal policy is different, please let me know and I will update the table.

There is a black binder titled "MBYC Reciprocals Information" at the Club for your information.

We wish you a safe and enjoyable boating season.



As part of an ongoing series of vignettes about our social members, we turn the spotlight on Greg Coderre.

Greg grew up in Dundas attending Dundana Public School, Dundas District High School and Park Business College in Hamilton.

His entire work life has been involved in emergency response. Greg was an active volunteer member at the emergency operations centre at the airshows at Mount Hope airport. In 1983, Greg was a summons' server for the Hamilton police and in 1986 he became a 911 operator and police dispatcher. In 1993, he was promoted to trainer and became supervisor at the 911 headquarters.

Greg has several hobbies. He loves photography and the culinary arts. He has organized barbeques and breakfasts for over fifty people at his place of work. It goes without saying, Greg loves boating. His dad was a member of the Macassa Bay Yacht Club at one time and was sponsored by John Boasman. In 1972, Greg's dad shared a Beachcomber closed-deck runabout which was kept at Ray Giles Boathouse, the property now known as MacDonald Marine.

Greg had several boats starting with a thirty-two foot Chris-Craft Skiff, a twenty-five foot Owen's Express, a twenty foot Cadorette Cuddy Cabin and his last boat a twenty-six foot Trojan F26 Express Cruiser which he shared with his brother, Tony, who is a new social member in our club.

Greg is a single dad and has two grown daughters Alysha, twenty-six, a first officer for WestJet, and twenty-two year old Amy who works as a pharmacy technician for Shopper's Drug Mart.

Greg enjoys volunteering and is assisting Mark Mackesy with menu planning and organization for future events. He likes meeting new people and loves the friendly atmosphere in the club.

SAVE THE DATE!

PHOTO DISPLAY

by Social Member, Andy Keys

SATURDAY, SEPTEMBER 7, 2019

MBYC Clubhouse Lounge

Framed display of photos from Andy's private collection, that you are welcome to take home at the conclusion of the viewing. Light snacks and friendly conversation.



Hello to “Footer”

This will be short and sweet, (I hope) Since parting company with “Bumblebee” I have pretty much run out of tales to tell.

It is possible a few old adventures may creep out of my subconscious in the future but I'm not counting on it.

I have not spent enough time with my new love “Footer” to have very much to talk about. I can explain the name though. “Footer” was originally owned by Bob Anderson, a delightful and very Scottish gentleman. “Footer” is a Scottish colloquial term for puttering about. It is also a perfect name for an old person's boat as there is always something that needs your time and attention and consumes several times as much time as you thought you would need. The book *“Wind in the Willows”* said it very well: *“Believe me my young friend,”* the Water Rat says to Mole, *“there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats”*

So far I have not done a lot of “footering” on the actual boat but I have been “footering” in my workshop quite a lot this winter. The tiller was in need of some serious restoring and I spent several happy hours scraping, gluing and clamping, scraping, sanding, staining and applying many coats of varnish.

My sailmakers palm and heavy needles have been busy serving new lines for my main sheet purchase and my boom vang. I have also ended my anchor rode and stitched a new thimble into place. There have been fenders to scrub and fit new lines, some were beyond recovery and have been replaced. While I was scrubbing the fenders I also washed my jib sheets and anchor rode. They now look much better than they did.

I spent quite a few hours disassembling, cleaning and polishing the compass. It had lost all of its liquid and to repair it I had to epoxy the leaks and refill it with compass fluid. Repairing the leaks was easy but finding the proper fluid and filling it to eliminate all air bubbles and not stress the diaphragm took a few tries to get right. The compass spent a week in the freezer to make sure it wouldn't freeze but would work at low temperatures. *(I have no intention of sailing in the winter but the compass can now safely stay on board for the winter).*

The compass was also without illumination. I love to night sail so lighting the compass was necessary. Bob Mueller helped me with creating a couple of low intensity LED's which provided adequate illumination. Creating an effective hood to contain the illumination proved more of a challenge. It took three tries but I was eventually able to fashion an effective light hood from a section of PVC drain pipe.

The outboard motor bracket needed significant rebuilding and again the manufacturer does not provide replacement parts. I was able to find bushings which took the excessive play out of the lifting arms and was able to re-tension the springs. These repairs should make it usable until I can determine if I have to purchase a heavier unit.

Owning an old boat encourages creative solutions to problems for which parts are no longer available. The winter was fun from that point of view, McGuyvering is alive and well at our house.

With the arrival of more spring like weather the winter projects are transferring to “Footer” for installing. When she hits the water in May I look forward to a happy summer of footering on “Footer”.

DREAM OF A LIFETIME - A trip down the Mississippi 1962-1963



By Grant Somerville, with Cherie Somerville
I have lived in the Hamilton area all my life, moving down town in 1999. My business, Grant Somerville Design, designs health care facilities from my home. As I am winding down to retirement, I recently purchased a 41' Maxum cruiser which I keep at Harbour West Marina. I re-joined MBYC last year, having been a member in early 2000. My son and I are taking courses with the Hamilton Power Squadron to upgrade our skills on the water. I enjoy cruising around the lake with friends and family and look forward to making new friends in 2019!

This story is an excerpt from a recently published book and written in two voices, Grant and his father Bruce Somerville.

GRANT As a social member of Macassa Bay Yacht Club, I am excited to share with you, over a series of issues of the Macassa Mariner, my memories of the boat trip that I took with my dad, Bruce (who passed away in 1995), and my friend, Bryan White down the Mississippi in 1962.

I would first like to reflect back to how this trip ever came about. Shortly after I turned 16 years of age my mother, Reta, passed away and I made the decision to drop out of Westdale Secondary School having just completed grade 9. The next 7 years I worked at various jobs, upon arriving home at various times of day or night I would see Dad sitting in the living room reading, which was not normal, as he was usually outside and very active. My mother and father had bought the 60 acre farm on Jerseyville Road in 1934 with the thought that during the depression years if Dad was ever out of work they could still feed the family. It appeared he had lost his zest for life when my mother "Reta May" passed away in 1955 at the age of 50.

I recalled them speaking of renting out the farm fields and buying a house trailer to travel out west to see the Grand Canyon and other destinations. This of course could not happen until the youngest (that's me) got to the age of being independent.

One evening when I arrived home, I suggested, why don't he and I buy a house trailer and do the traveling that he and Mom were going to do? He of course said I was busy in my work and should not sacrifice my future for this. I said to Dad, not to worry, that I could get a job whenever we would return. Immediately I saw the glow in his eyes. That spring my brother Herb, Dad and I went to the Sportsman Show in Toronto to look at house trailers. Many had good ideas with shortcomings and others were quite expensive, so we took



literature home for reading to help make a decision. Weeks later upon arriving home one evening my Dad announced "do you realize you can travel by boat from Hamilton Harbour, up the Trent Severn, Georgian Bay, Lake Michigan, Mississippi River and around the Gulf Coast to the Florida Key's returning up the Atlantic Intercoastal, Chesapeake Bay, Hudson River, Erie Canal and back into Lake Ontario?" I was caught off guard and questioned if we would be doing it in our 16' canoe or our 15' Lakefield cedar strip runabout? Dad said instead of buying a house trailer why don't we buy a boat? I am very fortunate that my father recorded many of his memories of the trip, and so I'll let him share the story from here:

Chapter 1

BRUCE Shortly after my wife's death in 1955, a dream came to light. That fall when things looked darkest and a lot of questions had to be answered to my own satisfaction and plans made for the future and my head was in a bit of a muddle, I took my daughter and younger son and a sixteen foot canoe and went into Algonquin Park with the peace of the outdoors, lakes and rivers; add this to the rest and relaxation of sleeping in the open and you have

your answers and reasons for living. After seeing and feeling the results of this small dose of cure all I got to thinking of was increasing the dosage. When it comes to boating our weather here limits our dose per year so my thoughts turned southwards. But why go south the way most boaters do by way of the Erie Barge Canal, Hudson River and inter-coastal waterway; why not by the Mississippi? Lots of stories have their setting around this famous river and it sounded like fun. Well, what about the boat?

In 1959 I trailered a fifteen foot cedar strip to Florida and travelled the St. John and Suwannee Rivers and the lakes and rivers adjacent to them. This, instead of satisfying, only whetted my appetite more for the Mississippi trip. My sons and I visited boat builders, boat shows and harbours every chance we had. But every boat has some drawback. Some boats had poor workmanship, others poor materials and still others poor design especially in the eyes of a person with the intentions of living aboard for eight months, covering some seven thousand miles, standing a lot of weather and from all accounts grounding on the Mississippi. We were looking for a shallow draft, fairly fast seaworthy hull, plenty of cabin space for living quarters, with its center of weight kept low down and all in a trailer size boat.

We finally came up with a Glen L Witt Design hull, the 21' Vera Cruise with the cabin and super structure modified and changed to suit our needs and fancy, with a pair of forty horse power outboards slung on the back with a hatch to keep the noise down. Why the outboards? Well, if the worse came we could take off and put another in its place with a minimum of trouble. With the outboards we would have less trouble when striking sand bars and weirs down the river. Docking and other facilities are scarce and sometimes non-existent, so you pull in over the sand bar to get away from the wash of the towboats for the night, or pull up to the levee and go to a town for supplies or fuel and repairs.

As soon as my idea was set in my mind as to the type of boat, I started looking for material and advice. Lying in a field near the bush on my brother's farm (*Somerville family farm*) were some white oak logs, which had been cut for four or five years, so were well seasoned, I had one cut at the mill and piled in the barn to be planed as needed. After we had rigged up the machine shop, we spent most of the first winter cutting out and assembling the individual frames. On the advice of a racing boat building friend, Charlie Theaker, we riveted all gussets and joints with quarter inch copper rivets for strength. When we had a



Inverted hull.

couple of bed pieces level and lined up, we put our frames in position with battens in place, chine and shear pieces steamed and fastened. Next came our fairing job so the skin, three eighths marine plywood, would bear all the supporting members.

Knowing that it was going to take considerable punishment, we strengthened any place where we felt there might be a weakness. All frames were made a good full inch thick, extra frames put in at the bow where we might strike logs on the river, and extra knees and heavier transom for the motors. After insulating the loft of the barn where we were building the boat and after installing an oil stove so we could control our temperature, we fibre-glassed the complete hull, later adding the skeg, bumper strips and outside chines. To add strength, we used fiberglass bats under the cloth from chine to chine. Overtop of the fiberglass and resin, while it was still wet, we fastened a solid mahogany transom.

We had a gathering of the neighbours and friends to knock the end out of the loft and lower the hull to the ground down two twenty-four foot timbers. We placed it on a trailer so we could move it around for working either inside, out of the weather, or outside in the sun. A friend, Charlie Theaker, who was a carpenter, came forward with advice for gluing, dowelling and clamping the inch mahogany for the cabin sides. The flying bridge and the cabin top had fiberglass over a quarter inch plywood. The windows all around were Plexiglas, with the exceptions of the windshield on the bridge which was safety glass for the windshield wiper action. The bow pieces, mast, hand rails and flag staff were all shaped from Honduras mahogany.

My son decided we should have air scoops on the windows like the early Chris-Crafts, but we could not find any. So we drew plans for patterns and cores to have castings made. It was a lot of fun and good education. We could

DREAM OF A LIFETIME - A trip down the Mississippi - Continued



Launch (Grant in the red shirt. Bruce to right of him.)

not get a pulpit rail to suit the boat so we had one made out of stainless steel. The cut water and davits for the rubber dingy were also made of stainless steel. Before we started to put on the gadgets and trim, we mounted the two 40 H.P. Evinrudes on the transom and decided to put the boat in the Grand River to see if it would act like a boat and float. My youngest son was in the boat as she slid off the trailer at quite a steep angle. As the water started to come in the dry well at the transom, he began to wonder if we had built an underwater craft, but as she cleared the trailer everything turned out ship shape. We could go ahead and finish, knowing it would float.

The helm was fitted with a barometer, clock, speedometer, tachometer, engine heat gauges, compass (which we would find very handy), and enough switches for a hydro substation. The navigators desk had a radio direction finder, a fathometer which we assembled ourselves, a two-way radio and a small chart table about one quarter big enough. Under the forward Vee bunks we installed an eighteen gallon fresh water tank, an electric fridge under a dinette seat, an eighteen-gallon gas tank under each of the two chairs in the cockpit, with auxiliary tanks of twelve gallons which we would make good use of on the Mississippi. The galley and head were on the starboard side. We both completed our advanced piloting certificates and I completed the navigation course with the Hamilton Power Squadron.

By the time we finished drapes, foam mattresses, cushions and a hundred and one other items of preparation, plus the christening by our good friend Sam Delve, the preacher, and a send-off party complete with cake decorated with a boat in icing, it was Midnight October 18th. We were leaving the next morning armed with charts from Midland to

New Orleans and enough nerve for a truck horse. The summer of '62 had slipped past and we were already in the middle of October needing desperately to get underway before the snow started to fly.

Our original plans had been to take Lake Ontario, up the Trent waterway to Georgian Bay, but due to construction, locks on the Trent were closed September 15th. Revised plans were to trailer the boat to Georgian Bay, so Saturday, October 19th we headed for Midland. We had a flat tire on the way and had to buy a new tire for the trailer. As we unloaded the boat the sky was overcast and looked as if it would snow any minute. Four days later, it did snow and made us wonder why we were even in a boat at this time of year. We took our friends for a trial run up the bay before they left to go back home. From a high wharf, son Grant was demonstrating the proper procedure for boarding the rubber raft, and ended up giving a lesson in swimming, fully clothed, in ice water.

Good byes and best wishes for a bon voyage were said. The captain (me), the second mate and navigator (youngest son Grant), the crew (a chum of Grant's), turned in for the night aboard our pride and joy, the ship named "Reta May" after my wife. Thus our first night began a period of eight months' togetherness.

To be continued.



Adapted from "Dream of a Lifetime – A trip down the Mississippi 1962-1963" © by Grant Somerville, with Cherie Somerville.

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