

MACASSA BAY YACHT CLUB • Winter 2020 •

# Macassa Mariner



## FROM THE BRIDGE

*Reports from MBYC Executives*



### COMMODORE

Report from Brian Leslie

**First, I would like to say that it is an honour to be chosen as the new Commodore for 2020.**

With this position there are many issues, solutions and responsibilities that will take some time to attend to.

I would like to welcome our new Vice Commodore **Rob Schindler** and Treasurer **Adam Wilk** to the Executive and look forward to working with the rest of our Executive.

I would like to thank our Past Commodore **John Modesto** for his hard work and always, putting the yacht club first.

There will be many challenges for our great club going forward. Some of these are working with the city to negotiate a fair and equitable long-term lease. Building our reserve funds. Ongoing dock maintenance and many needed upgrades to our building.

*Continued on page 2.*

### MBYC Directors 2020

**Commodore** – Brian Leslie

**Past Commodore** – John Modesto

**Vice Commodore** – Robert Schindler

**Secretary** – Charles Mitchell Jr.

**Treasurer** – Adam Wilk

**Secretary-Treasurer** – Sandy Kovacs

**Director - Building Maintenance** – Ray Lizée

**Director - Membership** – Carl Easton

**Dock/Yard Master** – Dave Thornhill

**Director - Entertainment** – Mark Mackesy

**Director - Bar Management** – Gerry Boyar

**Sergeant-at-Arms** – Frank Harild

**Auditors** – Bob Mueller, Bill Newman

### Newsletter Staff & Contributors

**Editor/Designer** - Helena Laidlaw-Allan

**Advertising** - Bruce McLeod

**Club Photography** - Bob Mueller,

Helena Laidlaw-Allan. Dave Bailey,

Ray Lizée and other club contributors.

**Macassa Mariner** is published three times a year by MBYC.

The Editors reserve the right to

edit submissions when necessary.

Thank you to everyone who submitted

candid photos. Submissions can be

sent to [editor.mbyc@gmail.com](mailto:editor.mbyc@gmail.com)

Next Edition of the Mariner: Spring

Deadline: April 15, 2020 (If you have

your submission prior please send.)

### Macassa Bay Yacht Club

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Hamilton ON L8L 0B1

905 529-9205 [www.mbyc-hamilton.org/](http://www.mbyc-hamilton.org/)

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.



MBYC members who are licensed Captains: The level of licenses vary, but all seven of Macassa's Captains are qualified to operate the *Hamiltonian Tour Boat* on Hamilton Harbour. It's a fun job and you get paid to drive a boat. Left to right: Jack Allan, Mark Mackesy, Joanne LeVigne, Ray Lizée, Brian Leslie, Gerry Boyar. Missing: Greg Coderre.



## FROM THE BRIDGE

### Reports from MBYC Executives

*Continued from cover page.*

With the removal of Sandy McDonald's Marina next door, the face of our club and location has changed. We are extremely fortunate to be located in such a beautiful and protected harbour. We need to do everything in our power to stay here and be a part of Hamilton's waterfront, for many years to come.

We will all need to invest in our club's future, as we have an amazing membership and an incredible club worth fighting for.

To all the members, old and new.

See you all at the club. ■



### MEMBERSHIP

*Report from Carl Easton*

**Last year I said how pleased I was to be back on the club executive.**

A year has passed and I enjoyed the experience enough to run again.

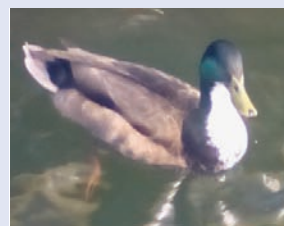
This year should be interesting. The new rules under which non-profits operate will require accommodation in our operations. Our by-laws will require modification and perhaps even some of our membership requirements may change. Incorporating these changes while pursuing a long term lease with the city and coping with water levels forecast to be at least as high as last year should keep all of us on the executive fully entertained this year.

As I write this in late January, membership renewals are rolling in. About eighty percent of regular members and just over half of social members have picked up their 2020 membership cards.

A few members have managed to renew without showing a FOB. I would hope these exceptions are accidental. Possession of a FOB is now a requirement of club

membership. Memberships renewed without FOBs will be considered invalid until a FOB is acquired. As time goes on the FOB will become a more important factor in club security. A case in point, the new electric entrance gate will require a FOB to operate it.

FOB issues aside, it looks like an exciting year, I am now in the Macassa Lodge "Marine Division" demographic where horsepower has become preferable to wind power. To this end my new-to-me boat is "Sunny Daze" a long time fixture at MBYC. I have been busy this winter with sandpaper and my varnish brush. We are both looking forward to spending time on her this summer. I am also looking forward to getting in lots of helm time on Wednesday evenings. ■



*"Mac" and his mate "Cassa" were guests at our club last summer. They are called "Manky" ducks as they are part Mallard and domestic duck. Two years ago 10 of these ducks were born in our bay.*

**Send your MBYC MARINER submissions via Email (preferred) to [editor.mbyc@gmail.com](mailto: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. Your submission will be checked for spelling/grammar. Submissions are always subject to review for content suitability.**



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## ENTERTAINMENT

*Report from Mark Mackesy*

### Things continue to be entertaining at Macassa Bay Yacht Club.

The weekly **Friday Five Buck Meal Deal** continues. Every Friday the club opens at 12 noon and Entertainment puts on a five buck lunch. The last Friday of every month **Linda Medcalfe** always makes her slightly spicy American style "Cheque Day Chili". Still only \$5.

Do you have a favourite family recipe we can serve on "Five Buck Friday"? We'll pay for the ingredients.

You don't have to hang around or handle money. Contact me at markmackesy@hotmail.com.

Usually every third Friday of the month we have a "Potluck Birthday Party", complete with cake, for all members celebrating their birthdays that month.

**Peter Ormand** runs this. Friday, February 14th, Peter is hosting a combination **Birthday Party / Valentines Day Potluck**. So basically it's open to everybody! Upstairs at the Club. This is a free event. Just show up, bring food and wear red.

Our "New Years Eve Party" didn't achieve lift off, but we did have a successfull **Chinese New Year's Party & Rat Racing** on Saturday, January 25th. Much fun was had by all, especially cheering on our Chinese Racing Rats! We hope to add this event to the annual Entertainment calendar. Next year is the "Year of the Ox". Not sure how we'll race Ox.

As I write this our next big ticket event is **February Blues Night and southern supper** on Saturday, February 22nd. This was a great success last year. It was sold out and people were turned away. Once again we will have the "Blueswinder Blues Band". Tickets are still a ridiculously low \$20.

The club's annual **St Patrick's Day Dinner** is on Saturday, March 14th. Last year we had an Irish band and it was sold out. Watch the club boards and the "Macassa Monday Memo" for details of this and all upcoming events.

Members often come up to me and tell me I'm doing a great job. I say, "Thank you" of course, but I should say, "Thank you but I couldn't do it without the great help I get from both Social and Regular Members, especially the lovely **Doris**, whom I would like to thank for not kicking me out of the house when I took on this job again."

Thanks to everyone for coming out to our club events. ■

## 2020 MBYC Events

Last Friday of the month is Cheque Day Chili.

\*

Friday Five Buck Meal Deal\*

Every Friday, noon until sold out. Have lunch at the club!

\*

Monthly Birthday Day Party/  
Valentine's Day Potluck - Friday, February 14th

\*

February Blues Night & Southern Supper  
Saturday, February 22nd.

Tickets \$20, on sale now. Sold out last year!

\*

St. Patricks Day Dinner - Saturday, March 14th.

More info to follow!

\*

More imaginative special events to come!

\*Attention Social and Regular members! Want to host a Five Buck Friday lunch? All you have to do is make a lunch we can sell for \$5 and make (some) money on. We'll pay you back for the ingredients. Use a crock-pot or the club roaster. It doesn't have to be elaborate. You don't have to handle money, members and guests pay the bar directly. Contact Mark at markmackesy@hotmail.com for details.

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



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## **DIRECTOR - BUILDING MAINTENANCE**

*Report from Ray Lizee*

**After an interesting election session, I am glad to be back as the Building Director, and would like to thank those who have been supporting me over the last 2 years.**

We will have a few programs underway to upgrade door locks, electrical and communication wiring, lighting and plumbing. So anyone with time and interest please contact myself or someone on the Executive.

Thankfully, winter seems to be bypassing us, but do take care at the building entry and in the parking lot. If you see icy spots, feel free to use the salt in the bin at the side of the building. And especially, anyone walking the hill trail to Bay St. and the foot of Picton through the woods, just remember there is sheer ice under the snow from that little spring that keeps the trail wet. Stay on the north side.

*Peace, Good luck and all the best for 2020. ■*

## **HIGH WATER & LOW DOCKS AT CBYC**



## **DIRECTOR - BAR MANAGEMENT**

*Report from Jerry Boyar*

**To the members of the Executive Board of Macassa Bay Yacht Club (MBYC), we are a team of ambassador's that represent and embraces a volunteer position with our valued time and experiences that I sincerely hope is appreciated by our membership.**

As Bar Manager there are certainly continuing challenges at the same time privileges with being elected by our membership once again. To be endorsed with this honourable position of responsibility, I consider myself humbled with personifying our valued members. I will strive diligently and honourably to represent our club with dignity, integrity and perseverance.

*Thank you for your support and I am looking forward to an exciting season of events and activities with our club. ■*



## **Year End Report COMMODORE 2019**

*From John Modesto*

**I would like to thank the MBYC members who supported me during my term as your Commadore.**

As well as my Executive team who worked very hard dealing with issues that were important to the continuing success of our club.

Thanks also to the Social and Regular Members who came out in 2019, to paint the upstairs two washrooms and bar rooms. We also had a great turnout of 20 members who removed the old bar carpet. *It was greatly appreciated!*

My congratulations to our new Commadore, Brian Leslie.

*Have fun times and safe boating in 2020. ■*



## CHINESE NEW YEAR PARTY @ MBYC • RAT RACES





## KIDS CHRISTMAS PARTY 2019



### ***Colonial Group***

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## A CLUB FOR ALL SEASONS



*The bay before with MacDonald Marine docks.  
Right and top picture, the Macassa Bay now.  
Open water!*





## AROUND THE CLUB





## COMMODORE'S BALL, NOV. 18, 2019 AT SARCOA



*Guests were greeted with harp music by member Doug Collins*



*Beautiful Raffle Basket was donated by Laurie and Jim Bowen to benefit the club.*



## DREAM OF A LIFETIME PART 3 - A trip down the Mississippi 1962-1963



By Grant Somerville, with Cherie Somerville  
As a social member of MBYC, I am excited to share with you, Chapter 2 of my memories of the boat trip that I took with my dad down the Mississippi in 1962.

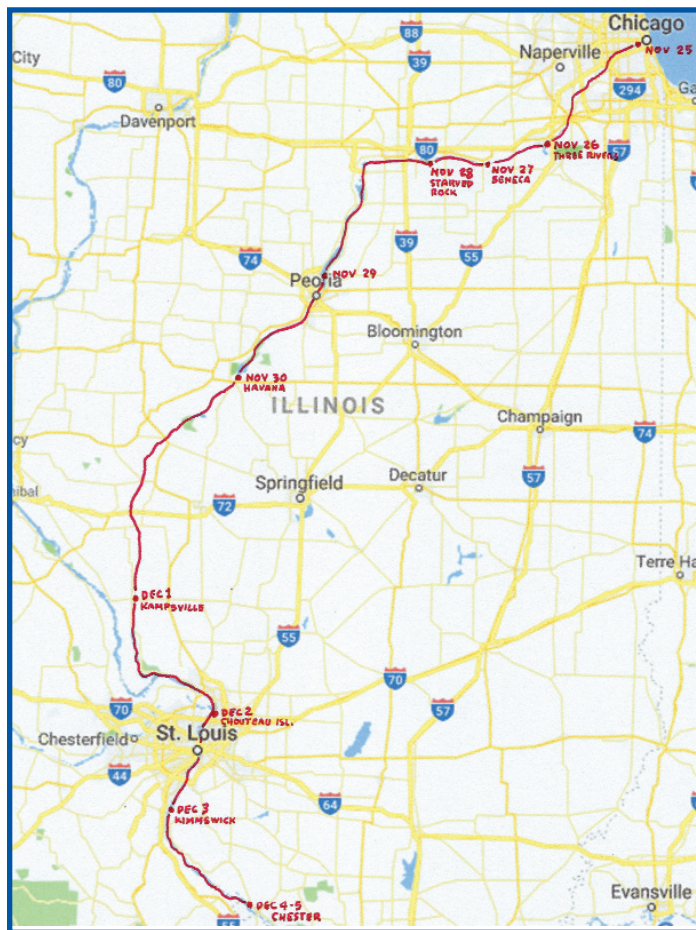
**This story is a excerpt from a recently published book and written in two voices, Grant (in italics) and his father Bruce Somerville.**

Nov 25th we entered our first large lock at Lockport, 160 feet above, and 291 miles from Grafton, the junction of the Mississippi River. The lock was 600 feet long, 110 feet wide and a drop of 40 feet. You must keep very close to your channel due to the rock piles along the edges and farther down the canal, close to the wing dams which contain the main current of water in the navigation channel. Five miles farther down we got the green light to proceed into Brandon Lock for a drop of 35 feet. You are required at each lock to fill out a paper stating your name, ship's name and number and your destination. The lockmaster supplies the line, location to tie up, and gives the signal to proceed out after the whistle blows. You do not leave until all the commercial vessels have cleared the lock.

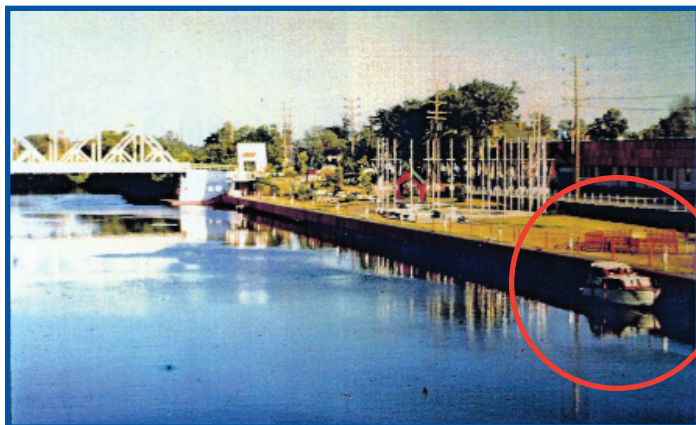
We went into Three Rivers Yacht Club to fuel up. They were lifting the last boat out for winter storage, *South Wind IV*. We were greeted by two members, Gord and Marie Trunnell on board *Gor-Le-Mar* who drove us up town and treated us to a nice chicken dinner. We spent the night at the dock and the next day passed the confluence of the Kankakee and Des Plaines Rivers which form the Illinois River. The Waterway was broadening out and the odd island appeared.

At the Dresden Island Locks we were told to wait till the barge, *William Clark*, made fast then the lockmaster lowered our line dead astern of the barge. We were dropped 35 feet to the lower pool level and THEN IT HAPPENED. At the exact second the lock whistle blew the Captain of the *William Clark* poured the coal into her. We seemed to go straight up on the crest of the wake and started to spin. The boys could not hold the lines. We had only a few feet of clearance between the stern of the barge and the cement lock abutment. How we missed smashing into something before the captain eased off, I'll never know. This taught us a lesson about commercial craft with their massive props and horse power up in the thousands.

We had arranged for our first mail from home to be sent to Morris, ten miles farther down the river from the Dresden Locks. It was an ideal place to stay, sandy shore and close to town. While I kept watch on the boat, for giant rollers from the tow boats, the boys went ashore to find the post office and buy supplies. Leaving Morris, we travelled till



dusk, about twenty miles and tied up at the Seneca Boat Club Dock. A few miles along, we left the Illinois River and entered Marseilles Canal and Lock to bypass the rapids, a twenty-five foot drop. Passed Ottawa, Illinois and reached Starved Rock Marina at mile 233. This was a very up to date harbour and an excellent place to check motors, we had covered only 20 miles, changed the props to a different pitch and installed a new generator belt. The owners invited us to use all the facilities including the showers, for which we were most grateful.





### DREAM OF A LIFETIME PART 3 - Continued

On the morning of Nov 28th departing at 0930 we found our first skim of ice on the harbor. Three miles further down river we passed through Starved Rock Locks. Dropping another nineteen feet. On past La Salle, Peru, Hennipin and between lakes for the next 140 miles. We had a good run of 64 miles. Thursday, November 29th, we traveled from Peoria to Havana and at Havana came to an inlet or slough which led to a marina. There was a row of old pilings on one side and an island near the other side so we took the side where the old dock had been, which unfortunately happened to be the sand bar side. And so we grounded, the only time on the entire trip. Started to pull off with our anchors, but the owner, probably afraid of losing a customer, came along with a boat, threw us a line and towed us to his marina. He explained that the channel was next to the island but the buoys had been removed for the winter.

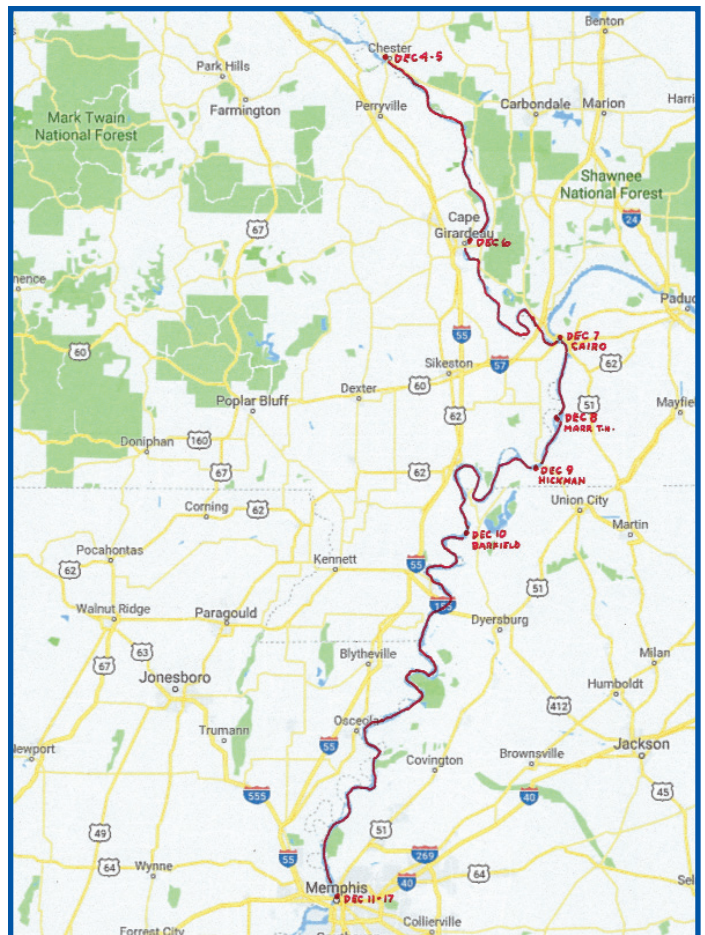
On the outskirts of Beardstown we went into a marina where the operator came out in a boat to show us the channel. The locals are trapping for coon and muskrat in this area near the river. Water levels in the river had been steadily dropping and the boat channels getting narrower. When you travel down river and hear three blasts on a horn, be on the alert, especially in fog, for this is the signal of a ferry crossing the river. Most of them are guided in the current by cables which are close to the surface immediately ahead and astern of the ferry.

Docking for the night at Kampsville, our navigator, Grant took a ferry ride over and back to see firsthand what we had been hearing in the fog. *We had departed that morning at 0900 and tied up at 1616 having covered 88 miles.*

Saturday, December 1st, it was very foggy when we entered the Mississippi River at 1315 hours. We switched to a new set of charts which turned out to be outdated and were held up an hour and a half at Alton, Illinois, Lock 26, waiting for commercial traffic. Passed the mouth of the Missouri River which makes a terrific current. Were warned to be on the lookout for marker buoys which are

carried by the current into deeper waters where they float just below the water surface so they can puncture holes in hulls. At Cairo the people were quite surprised we had not encountered any. We had noticed four which had been washed up on the sand bars. Two miles below the junction of the Missouri we came to the Chain of Rocks Canal on the port side but the chart showed the boat channel continuing on down the Mississippi. We followed this till we were confronted by a dam of large rocks right across the river. We pulled into a small dock and went to make inquiries, and there we met a couple of lads who were out hunting. They told us to use the Chain of Rocks Canal as the old boat channel was now completely blocked. After admiring their catch of possum (our first view of possum) and thanking them, we stayed for the night at the dock.

The next morning through a dense fog we went back to the canal and Lock #27. The canal here is eight miles long and ends at St. Louis where we took on supplies and fuel. While moored at St. Louis a large log was swept under the boat by the fast current. It kicked up both motors tearing the hatches loose on the motor compartment. *When I steered the boat to starboard to fuel up at the gas pumps located on a barge anchored off shore, I realized then that the 6 mile an hour current meant we had to face upstream travelling at 6 miles per hour just to tie up.*





### DREAM OF A LIFETIME PART 3 - Continued

At Chester Illinois we went into a bank to cash some travelers cheques. When they found out we were Canadians and what we were doing we were invited to KSGM, the local radio station for an interview. This was our first break-through in the press and the beginning of the "Crazy Canadians" phrase that lasted the rest of the trip. *Mr. Lewis Akers who was editor of the Chester Herald Tribune heard about us on the radio and visited us at the boat. He then had his chauffeur take the three of us on a tour while we listened to Dad's interview on the radio. Mr. Akers took Dad to his house for dinner and his associate treated Bryan and I to a very nice turkey Supper. We made the decision to spend 2 nights in Chester after receiving such a warm welcome.*

They escorted us around the town and the surrounding area visiting old Fort Gary from which five different flags had flown over the years. We also went to Kaskaskia, which the Americans claim was the one time capital of all the British holdings in North America. At the home (now a museum) of Pierre Menard, who was the first governor of the Commonwealth of Illinois, we signed the visitor's book. The attendant was quite thrilled, as she had heard our interview on the air and was really interested and impressed. All this was topped off with a turkey dinner at night in our honour. *Mr. Akers called ahead to Bob Lansden, a lawyer in Cairo to ask him to treat us and take us on a tour of Cairo and the surrounding area when we arrived in that port.*

In Cairo at the junction of Mississippi and Ohio Rivers, a very prominent lawyer, Bob Lansden took us on a tour of the area and the most interesting trip was to the Horseshoe Lake Refuge, where we saw Canada Geese by the thousands. *Mr. Lansden then invited us to join him for supper at his Elks Club then drove us back to the boat. In the morning he picked us up and treated us to breakfast before we continued on our way.*



*That was Dec. 7th and we covered 83 miles that day. The next two nights were spent on sand bars where we built camp fires and roamed around. Left here for New Madrid Bend where we travelled twenty-five miles to be one mile nearer Memphis.*

Some of the roughest water we hit on the entire trip was at Barfield bend. There was a 4 mile stretch where the wind was blowing against the current creating very choppy water. Ice was forming on the windshield so had to open the flybridge windshield just to see. We were soaked as well as our charts and our forward hatch was broken off letting the water in our sleeping bags which became frozen stiff. We had to pull into the levee to let the ice melt off the fly bridge and to dry out our sleeping bags on some of the low hanging branches. On Monday, December 10th

at 1615 we pulled into the Yacht Club at Memphis, Tennessee. Then as a special Canadian welcome, the following night the temperature dropped to 16°C below freezing! The piping is all on top of the levees and naturally they froze and then broke. We were blamed for bringing the cold weather down with us from Canada. The Christmas candles we had been given from a service station came in handy to thaw out the heat and the piping aboard.

*It was Dec 11th and Memphis was scheduled as a mail stop so we went up to get a haircut and to pick up our mail. Bryan also received mail and the following day I walked with him to the train station where he was heading home to end his journey. On returning to the boat Dad suggested he call Herb to come and trailer us home. I said if he wanted to go home, that was okay but I was going to finish the trip myself! We had planned and worked too hard to give up so soon. I knew that is all Dad needed to hear from me so we decided we could complete the journey ourselves. This brought us even closer together like brothers!*

*Without any heat on board we would wake up in the morning and light the propane stove to prepare breakfast. This would start to melt the frost accumulated on the inside of the roof so would start mopping up with towels before everything, including our sleeping bags would get wet, then we could prepare breakfast. We had not taken any winter clothing with us because we were heading south! Consequently we were wearing most of what we had just to keep warm. Amazingly enough we never did contact a cold during the entire trip.*

## Life Was Dull And Sea Beckoned..

By LARRY WILLIAMS

Bruce Somerville and his son, Grant Somerville, used to be normal, tea-sipping Canadians who worked from 8 to 5 and got all their adventure from the television tube.

But yesterday, as they sat in the comfortable warmth of the Memphis Yacht Club, they reflected on thousands of miles of ice, snow, wind, water and thoughts of the balmy Bahamas in a distant, warm future.

The Somervilles chucked it all in Hamilton, Ont., quitting their jobs and setting out on an adventure which has led them from Midland near the Georgian Bay in Canada to the choppy waters of the Mississippi in Memphis. They hope to continue on to Nassau.

And they've done it in a homemade, 21-foot cabin cruiser powered by two 40-horsepower outboard motors.

They had a third companion, Bryan "Doc" White, until the nasty coldness of Memphis and a siege of homesickness sent him away. He left yesterday for Canada by train.

"We were going to put in here at Memphis, anyway," Mr. Somerville said. "But the ice was so thick on the windshield we couldn't see. And those waters were pretty bad."

Mr. Somerville is 57. He's a millwright by trade, but a seafaring man at heart. His son, a draftsman, is 23. He's just like his dad. "We're going to finish this trip if I have to get out and swim behind the boat and push it to Nassau," said the younger man.

That might be hard to do, seeing as how Grant can't swim. "Well, don't say he can't swim," Mr. Somerville said. "He fell overboard in Lake Huron and he managed to scramble back."

The voyage started on Oct. 19, the day after the three men completed the boat.

They encountered 57 mile-an-hour winds at Mackinac Island and a heavy snow storm farther downstream. They went through Chicago, on down to Cairo and

pulled into Memphis, cold but optimistic, Wednesday.

"We've met some mighty nice people along the way," Mr. Somerville said.

"And some unfriendly ones," Grant added.

"One guy gave us two bucks to eat a good meal," Grant Somerville said. "What he didn't know is, we have chicken every Sunday."

They eat on the boat which is equipped with an electric refrigerator ("we put our butts and milk in it to keep it from freezing," said Mr. Somerville), a bathroom, beds, an electric stove and a copy of Melville's "Moby Dick."

Why did two men, accustomed to tending their tree farm on days and afternoons, decide to start such a bizarre journey?

"You only live once," said Mr. Somerville.

"You only live once," said his son.

### Associates Honor A. Van Pritchart

Surprise Birthday Party Is At Country Club

A. Van Pritchart, Memphis civic leader and general agent in charge of the local office of Connecticut Mutual Life Insur-

### Meal Prices Rise On Board Of Trade

Grain Futures Contract Slide Into Weakness

Protein meal futures price generally gained fractionally on the Memphis Board of Trade yesterday in a tradeless ses-



### DREAM OF A LIFETIME PART 3 - Continued

The temperature rose to only 7°C below freezing during the day. This proved too much for one of the crew and took off for home. This left just the two of us to enjoy the rest of the cruise. A reporter from the "Commercial Appeal" came to visit us. Consequently the Friday edition, December 14, carried the caption "Life was Dull and the Sea Beckoned". The article went on to say that Grant and I had been just a couple of tea-sipping Canadians, working from eight till five, getting our adventure from the T.V Tube. Asked why we decided on such a bizarre journey, we replied, "You only live once." Newsmen came down to inspect the boat when I showed them the electric fridge. I explained that was the only place to put the butter and milk to keep it from freezing. Over the weekend many residents satisfied their curiosity by visiting the Yacht Club and chatting with us. Several business men gave us gifts of calendars, pencils etc., and one gave us a lovely Christmas cake. We also met some people from a boat out of Chicago (The Communicator), and one from Illinois (De Forest). ■



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

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Cherie Somerville cheriesomer@yahoo.com

## SOCIAL MEMBERS CORNER



By Tom Falls



**As part of our ongoing series of vignettes about our Social Members, we turn our spotlight on Andy Keyes.**

Andy was born in Timmins, Ontario and later moved to Hamilton. As a young person he attended Tweedmuir

Elementary School and Central High School.

Andy was employed by Canada Post as a letter carrier for thirty-two years. He also worked in an upholstery shop and the Dare candy shop for over seven years. Cycling and photography are his two main hobbies. As one of the resident photographers in our club, he has taken photographs for the Not a Breast team. When it comes to cycling, he is all in. Andy oversees a cycling group which tours places like Paris, Brantford, Fisherville, the shores of Lake Erie and the Niagara Peninsula. If you are interested in joining the group, tours begin June 15 and run until the end of September.

For the past five years, Andy has enjoyed the camaraderie at MBYC and likes to help out where he can. ■

## Social Member Greg Dawson goes across the ice for the people of Pikangikum.

**Social Member and our new BBQ Boss, has a new adventure on his horizon. It's taking him on a different adventure across 110Km of winter ice road in Northern Ontario on a bike.**

For many years Greg has had an association with **New Hope Community Bikes**, a not for profit organization based in Hamilton. These people work miracles on a shoestring budget right here in our community. For the past couple of years, they have not only been working in Hamilton but also way up North with the Pikangikum First Nations people and others involved with "**Project Journey**" has been helping the community to help itself.

Now they want to increase the number of bikes by raising funds to buy 12 "Fat Bikes". Fat Bikes extend the project by extending the cycling season. To do this they came up with the **New Hope Community Bikes Ice Road Challenge** cycling from Red Lake to Pikangikum on the winter ice roads. Ice roads just like you would see on TV shows such as Ice Road Truckers. One of the cyclists riding the frozen North on February 7th, 2020 will be Greg.

What do New Hope do in Pikangikum? They helped local kids build a bike workshop, they trained them as mechanics and they found "community bikes" for the project. Most of all they have helped the community to help itself.

To find out more check out <https://www.canadahelps.org/en/pages/across-the-ice-for-the-people-of-pikangikum/>

## **NEW REDUCED RENTAL RATES for the COMMODORE MITCHELL HALL**

*Room rental \$200 to \$400 & includes a Bartender. Get details at the club bar.*

## **WANTED!**

### **Wanted! A member to help create a NEW Website for MBYC.**

**Are you experienced in building a website?**

**Interested in keeping our website current, by updating the site each month?**

MBYC needs a NEW updated website.

The club website is a important communications link between us and the boating community.

Design assistance is available. We have lots of good photos to add visual appeal to the website.

We just need the technical know how. If you have access to a website building program that would be great!

Contact Chuck Mitchell, MBYC Secretary.

### **WANTED! Members to contribute articles and/or pictures.**

**Looking for a way to volunteer at MBYC? Like to write?**

If you think you can write a couple of hundred words on a marine or club-related topic, we want you!

We will edit your submission for spelling/grammar. Submissions are always subject to review for content suitability. Send your submissions via email (preferred) to [editor.mbyc@gmail.com](mailto:editor.mbyc@gmail.com)

or drop your article addressed to Helena Laidlaw-Allan, Mariner Newsletter.

Please be sure to put your name and contact info with your submission.



### ***Thank you!***

*On July 6th, my beloved husband Jeff Wolfenden was killed in a motorcycle accident on his way home to me.*

*Our MBYC family rallied around me and my family with outpouring of assistance, help, love and compassion. Mona and Felix took charge of the planning, and Mark and Doris made their job easy. Andy, Barbie, Dave and Vivian stepped in and gave their time and energy to our family. A blessed mix of Members and Social members.*

*So many of you signed the beautiful card and months later when I finally set foot at the club, you welcomed me back with great BIG HUGS and received my tears with much compassion and kindness.*

*I want to thank you all... our family could not have weathered this tragedy without your care and compassion.*

*Thank you!!!! Bless you all!!!! Jennifer Wolfenden and family.*