

ISSUE 38

# THE DEVICE

JUNE 2017

DISPRO OWNERS

ASSOCIATION NEWSLETTER

*Inspecting these Greavette boats is G. R. Campion, Sales Director of the Coventry Victor Motor Co. Ltd. of England. Seated in the disappearing-propeller boat, which has a Coventry Victor motor, is James Perrin of Trent and Perrin Company, sole distributor in Ontario for these engines. The new Greavette 20-footer in the lower photograph was in sparkling condition ready for delivery.*



[www.disproboats.ca](http://www.disproboats.ca)



## President's Letter • June 2017

**The Annual Regatta** Unexpectedly and without precedent, we have a full house booking at Glen House Resort, this despite the slightly inflated number that we predicted. However, Glen House has a working arrangement with a nearby (Gananoque) resort which has offered 10 rooms to us. Here are the details:

Country Squire Inn  
613-382-3511 (Carol)  
Rate: \$99/day Fri. & Sat., \$89/day Sun. + tax  
Last Booking Date: Aug. 7th.  
Cancellation of blocked rooms Aug. 8th.

Glen House has agreed to provide a meal package to offsite DOA members and also Dippy launching, parking and washroom facilities. You must clear this with both Glen House and Country Squire if interested in the offsite proposal.

Our plans at this time in June include our familiar Regatta routine however if we decide to venture to Bolt Castle we will need PASSPORTS so bring yours.

**UUMMTs** The March issue of the Device covers these so this note is just a reminder

UUMMT 36	Sat. June 17	10am	Dwight
UUMMT 37	Sat. July 15	9am	Campbellford
UUMMT 38	Sat. Aug 19	10am	Parry Sound

Regarding UUMMT 37 at Campbellford, the Campbellford River Inn, our chosen resort is fully booked. Manager Depaka has an overflow relationship with other local establishments. For assistance call him at 705-653-1771 or at 800-904-6665 toll free. He is aware of our launching and parking needs.

**Name Tags for Members** I thank those considerate persons who gave this simple gift to the DOA. To me it's almost magic to be able to combine faces and names free of embarrassment. It seems that a few others, new members especially, are equally grateful for these tags. So keep track of that little gem.

**Dippy Vignettes** With this edition of the Device, we are introducing a feature we are calling "Dippy Vignettes". As we all observe, every time there is a gathering of two or more of us, someone tells a story. Given our membership number of 215, and our average number of story collecting years, at least 20, there must be at least 1000 stories ghosting through the Dippy ether. Why not capture some of them as an accumulating Dippy Saga? And while at this noble and fascinating enterprise all of us can laugh, cry, conspire with or even be recorders of some of this history.

So please, do not be shy. You write the vignette. We print it. Untouched by anyone but you, your story, as written, is itself as much a part of Dippy history as is the event the story reveals.

In 500-600 words consider a tale, a description, a snapshot perhaps focussed on one or two or a group of our members, perhaps about a memorable event, maybe about a Dippy - its demise, its resurrection, just anything your active imagination can retrieve at whatever level of veracity you consider as acceptable to this encouraging audience eager to record its history and to lend eyes or ears to its raconteurs.

*Helen Byrne*

## ≡≡≡ Dippy Vignettes ≡≡≡

Harry did you see that? Yes! Looked like a Canoe. What kind of wild-eyed adventurer would be paddling out here in this? But there's nobody in it! Or maybe they jumped out. Could be a ghost boat, added Harry, a spirit of the Voyageurs, they travelled right through here you know. I read all about it in Peter Newman's book.

You two are nuts, shouted Marion, clutching the back of Harry's seat. Just get us out of here. I've seen enough of wind and waves. Add noise to that, yelled Helen, experienced but anxious.

Are you two sure that this is the way to Point au Baril?, snapped Marion. Of course and so does that canoeist, whose covered head finally appeared above the mounded tarp. We're all headed for the same place I'll bet, Harry cheerfully quipped. Maybe that guy is a dead reckoner. They have intuition on their side. And we don't, added Marion, so pay bloody attention or your dead reckoner will have to perform a miracle. Look now, I said, he's actually gaining on us.

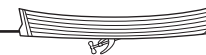
There were three boats in the scene. The canoe now clearly evident as a small seaworthy mystery canoe, purposeful and confident, a 28 foot Chris-Craft Sea Skiff à la Clayton taxi of last summer and our 24 foot wood Grew. We were going to meet shortly, in Point au Baril, under a rainy sky and pushed by a stiff norwester. The canoe was the only one floating like a butterfly despite momentarily disappearing into an occasional enormous trough.

Of course our disapproval of such an adventure in such a boat was unfounded as we were to discover in less than one hour after mooring. Marion calmed down with the help of a martini. Harry and I continued our uninformed speculation about the boat, the navigator and what was heaped under the tarp needing transport from the islands to Point au Baril on such a day. Helen who was a quiet observer for this 45 minute revelation said, I agree with Marion. This is just a simple event, not a mystery. Yeah, so explain, Harry offered. I nodded.

Then we heard it, the inimitable, sweet reassuring song of a Dippy. Only Helen knew it was a Dippy and who was the only imaginable person who would shortly appear from under the canvas. The dippy floated gently in like a Merganser gliding into cattails after chicks. A figure, clad in raingear, one hand on the dock, the other on the tarp, secured the boat and freed the cargo cover. Two kids bounced on to the dock and away. Then emerged a grandmother, smiling warmly at us, the amused audience. The final passenger, Nora, caught Marion's eye and both laughed at the comedy of the scene.

"Hi there, I figured we were all going to the same place. Wasn't that an exhilarating bit of fun? That's my family you just met. This Dippy is Pinafore and I am Paul Dodington".

*Story by Stan Byrne*



# DOA Annual General Meeting

April 30, 2017 Discovery Centre, Gravenhurst, Ontario

Mike Windsor welcomed all after a hearty lunch at the Discovery Centre. His opening remarks emphasized how the Dispro made its mark at the Clayton Antique Boat Show.

The Year in Review was presented by Mary Storey through an entertaining slide show. The 2016-2017 UUMMTs were No. 32 – Twelve Mile Bay, Georgian Bay, No. 33 – Lake Muskoka (Port Carling, Bala), No. 34 – Clayton New York, No. 35 – Caribbean Cruise.

The AGM 2016 Minutes contained in the June 2016 Device were moved by Ann Verth, approved by Jim Onions, seconded by Paul Dodington and carried.

The Treasurer's Report by Sheila Burke was approved by Sandra Turnbull, seconded by Bruce Phillips and carried. Total monies of DOA to date: \$23,577.09

The Membership Report presented by Barb Dickson indicated 216 paid active members including 14 new members. Ian was thanked for his technical support. New members in attendance were introduced.

The Device and Trader heavy work will be shipped out, but Paul Jenner will continue to do the editing and artwork.

The Dispro website will be updated and maintained by Gary Campaigne.

Paul Dodington, our historian, gave an update on the current situation regarding Universal Joint replacement.

Ian Dickson the Membership Directory authority, proposed a new cover (gentleman and lady) as well as upgraded paper.

Joe Fossey our archivist, is stepping down, after a 33 year term. He presented several items (charts, and an original copper jacket wrench) to Mary Storey, our new archivist.

Robert Clipsham presented a framed Dispro Factory print by Paul Jenner to Joe Fossey. Robert remarked how Joe had the vision and the knowledge to set up the Dispro Owners Association in 1979. It's still going strong today because of its great beginnings.



Joe Fossey receives his gift in appreciation of his founder status and 33 years of service.

Helen Byrne, our new president, outlined the 2017 Events in a slide show presented by Mary Storey. The March 2017 Device provided details of these events:

**Sat. June 17** 10:00 Dwight, Lake of Bays. Lunch venue provided by the Dyments on Lake of Bays.

**Sat. July 8** ACBS Summer Boat Show Display, Gravenhurst. Free admission to ACBS members.

**Sat. July 15** 9:00 Cambellford, Trent Waterways, Canada 150 celebration. Decorate boat and yourself in red & white for the flotilla. Free locks with pass.

**Sat. August 19** 10:00 Parry Sound

**September 8-10** DOA Annual Regatta, Glen House Resort, Thousand Islands  
You'll need your passport for Bolt Castle. Barb Dickson for Registration quick!

Helen Byrne presented the Dispro Owners Executive for 2017

Past President: **Mike Windsor**

Treasurer: **Sheila Burk**

President: **Helen Byrne**

Membership: **Barb Dickson**

Vice President: **Tom/Ann Verth**

Website: **Gary Campaigne**

Secretary: **Karen Boyer/Kerry Harmon**

Device: **Paul Jenner**

Helen presented a thank you gift to Mike Windsor for completing his term as president.

The draw was conducted by Rhonda. The winners were Chris Cragg, Launi Clarke and Ron Scott.

Thank you to all who are volunteering for the ACBS Show in July.

**Ann Verth**



Photos: Gary Campaigne

Mike Windsor hands over the "corroded connection" to incoming President Helen Byrne.



# Upcoming Events in 2017

Just a reminder to members that UUMMT's are unorganized and unauthorized and as such, the DOA leadership is not in any way responsible for any misadventure that might accidentally occur during any such event. These "mini tours" are fun and we look forward to them each year, but please exercise caution and be safe.

**Sat. June 17 – UUMMT 36 – Dwright, Lake of Bays 10 am**

**Sat. July 8 – ACBS Summer Boat Show – Gravenhurst**

**Sat. July 15 – UUMMT 37– Trent Hills/Campbellford/Hastings-Canada 150 Event**

**9 am** Let's celebrate Canada's 150th birthday by being part of the Trent Hills Chamber of Commerce's boat parade from Campbellford to Hastings. There is a full weekend of events. Lock fees are complimentary. Decorate your Dippy and crew in red and white and join the parade.

Friday, July 14th we are invited to a welcome reception with dinner and entertainment at the Campbellford and District Curling and Racquet Club in Campbellford at 5:30 PM. On Saturday morning start your day with a free breakfast at Campbellford's Old Mill Park provided by the Campbellford Rotary Cub at 7:30 AM. Then launch your boat on the Trent Severn Waterway at the south side of Campbellford near the Ranney Falls lock or at the tennis courts. At 10 am, we will be joined by the Trent Severn Antique and Classic Boat Club, and a variety of cruisers as we become a flotilla through the Town of Campbellford and on to the Village of Hastings. There are two options available for the length you wish to travel:

Travel the entire way from Locks 11/12 to Lock 18 in Hastings. Shuttle service will be available to take you back to Campbellford to pick up your vehicle and trailer.

Or, you may choose to only travel part way by boat and then return to the boat launch. Everyone is invited to complete the day of festivities in Hastings with an afternoon BBQ and entertainment.

Book your accommodation early as there is a limited number of motels and B&Bs. For a list of this accommodation, please contact Mary Storey at [mstorey@cogeco.ca](mailto:mstorey@cogeco.ca) or call 705-684-9560. This event is organized by the following partners: Campbellford and District Curling and Racquet Club, Trent Hills Chamber of Commerce, Trent Severn Waterway, Parks Canada and the Municipality of Trent Hills.



**NEW  
INFO**

**It is nice to know when company is coming!** The Trent Hills Chamber of Commerce would like each Dispro owner attending to register at: <https://trenthillschamber.typeform.com/to/BHgzOh> so that they know how many boats will be in the flotilla and how many people will be partaking of the meals that they are kindly providing. Any questions, contact Mary Storey at 705-684-9560 or [mstorey@cogeco.ca](mailto:mstorey@cogeco.ca)

**Sat. Aug. 19 – UUMMT 38 – Parry Sound**

**10 am** We'll put our boats in at 27 Waubano Beach, Prospect Street, beside the Coast Guard property in the town of Parry Sound. Lots of parking and washrooms are within this park. We'll cruise across the Parry Sound bay to the northwest and pull up on the sand beach of Killbear Park, just past the lighthouse. After our picnic lunch, we'll head along the shore of Parry Island, viewing Depot Harbour, now a ghost town but was once the western terminus of the Canada Atlantic Railway and a busy port on Georgian Bay. If time permits we will tour the inner harbour of Parry Sound, home to the Stockley Centre, Island Queen boat and the busy activity that supports the 30,000 Islands.

**Sept. 8-10 – DOA Annual Regatta – Glen House Resort, Thousand Islands**

Thousand Islands here we come! Glen House Resort, just before the Ivy Lea Bridge, sits on the St. Lawrence River. Quiet, idyllic, protected yet beckoning afar. This is it! This DOA Regatta will be our 39th. **See President's Letter for updated information regarding overflow accommodation.**

**NEW  
INFO**

Finally, please recall that we agreed to welcome a sustaining addition of younger enthusiasts to the DOA. Towards this goal we encourage the inclusion of your children and grandchildren to this year's Regatta.

## Technical Information for Dispros

The Dispro Owners Association archives has at least 126 documents about the technical aspects of our boats. These paper items include some original manuals, notes for the various 'how to' workshops over the years, documents produced by many members and other literature about engines and wood restoration. A small sample of these documents includes such topics as a wiring diagram for a 1946 St. Lawrence engine, replacing a universal joint, Zenith Carburetors, winterizing engines and the list goes on.

If you wish to view any of these documents please make arrangements with **Mary Storey** at Muskoka Discovery Centre in Gravenhurst [archives@realmuskoka.com](mailto:archives@realmuskoka.com) or 705-684-9560.

## A Cautionary Note to Those Using the Millar Electronic Ignition System

**ON THEIR ST. LAWRENCE OR COPPER JACKET DISPRO ENGINES**

A couple of cases have cropped up recently regarding potentially severe engine damage resulting from "maverick sparks" which can cause violent kickbacks and sudden engine reversal. This can occur even with systems which have been carefully installed and properly adjusted.

I have finally traced these these events to a useful feature built into the system that alerts the operator that the system is "alive" and ready for action. This occurs every time the ignition switch is turned on, regardless of the relative positions of the pick-up sensor on the timer and the flywheel contact.

... continued on back cover

When the ignition switch is turned on, you hear a very brief, momentary buzz from the vibrator coil as an audible signal that the system is functional and ready for action. This is a good and useful feature.

Now for the bad part! I have found that some ignition switches, after being on the boat for several years, get tired due to internal tarnished or corroded contacts, which can cause the switch to operate intermittently. This can happen especially on boats which are tarped and have a "jungle atmosphere" in the engine compartment, or when switches are exposed occasionally to the effects of dippy bilge water.

Here's a typical scenario: You're out enjoying a cruise, when suddenly, all hell breaks loose in the engine compartment. It sounds as though some demon has just hit your lovely engine with a sledgehammer. Or, sometime when you're starting up your electric start St. Lawrence, you suddenly find your starter bendix support bracket smashed to pieces, teeth knocked off the flywheel ring gear, the bendix destroyed and the starter armature shaft twisted up like a pretzel. This can be very costly to repair, and can put your Dippy out of commission for the rest of the season.

Copper jacket engines may end up with cracked flywheel hubs, and twisted or broken crankshafts. As Ron Hill says, "Not Guid!"

What happens is this: When the electronic system is momentarily deprived of a constant source of power by an intermittent switch, (or by any other fault in the wiring going to the control box, or faulty battery connections), the system thinks that you have turned off the ignition. Therefore, the next time it is energised, the vibrator coil will be sent the readiness signal, regardless of the position of the timer. If the engine is still rotating at, say, 600 rpm, this maverick spark could occur at any random point in the 2-stroke cycle, and because these engines can run happily either clockwise or counterclockwise, an explosion triggered in the cylinder at an inappropriate time can result in sudden engine reversal, and a lot of collateral damage.

So, what is the solution? It's very simple. Early ignition switches can often be disassembled and the electrical contacts cleaned. More modern switches can often be replaced with a brand new marine grade one. Be very suspicious of any switch that you have to "diddle" to get it to function.

Bottom line? No intermittent connections anywhere in the system, ever!

The Millar Electronic Ignition System is a well-engineered, excellent unit that has proven its worth over a decade now, especially on St. Lawrence engines with chronic timer troubles due to many years of wear. But as the Dowager Countess of Grantham once quipped on Downton Abbey, "There's always something!"

**Paul Dodington**



**Epifanes** 

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*The Device is published 4 times a year in March, June, August and October. Deadlines for the submission of articles and photos is 2 weeks prior to the first day of the publication months.*

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