



DISPRO OWNERS FALL STORAGE WORKSHOP - SAT. OCT. 4TH, 1986.

For those daring enough to brave slashing rain and cool fall temperatures the first fall workshop to assist Dispro owners with correct methods of preparation for storage was a resounding success.

This seminar was held through the courtesy and co-operation of veteran Dispro restorers, Paul Dodington and Rob Haggar of Port Carling. Surrounded by many restored motors and in process Dispro boat repair projects at Rob Haggars wooden boat shop, forty enthusiastic members were eager to hear of time tested methods used by Paul and Rob. Many interesting and humorous suggestions were also volunteered from the floor by members who had "learned the hard way" over the years.

Although not thought necessary to repeat every year, this seminar was very beneficial to both new and experienced owners alike. It would be quite impossible to transcript the entire meeting in detail, however ten important rules are evident for all Dispro boat and motor storage in freezing climates. They are summarized as follows for your information and records.

1. Always drain all water from cylinder blocks, water pumps, mufflers and associated piping, etc. to prevent freezing damage. Excessive amounts of water, oil, leaves, etc. should be drained, wiped or pumped out of bilge to prevent freezing damage to wood and fitted joints.
2. When disassembling water pump check valves on copper jacketed and St. Lawrence engine, safely store and mark checkball cages to prevent loss or interchange of these parts. Also be sure to unseat ballcheck valves to release any water held by them in the pump body. Place a few drops of oil on steel check valve balls to prevent them from rusting.
3. Always inject or pour about one teaspoon of storage oil into cylinder via the spark plug hole on 2 stroke motors such as copper jacket or St. Lawrence. The piston should ideally be stored at approximate top dead centre. **Note:** When the flywheel counterbalance is down or 6 o'clock, the piston is automatically located near top of stroke.
4. On Coventry-Victor 4 cycle motors, the updraught design of this motor does not lend itself well to "fogging out" by injecting oil into the carburetor air intake while the motor is running. To prevent valves from sticking, it is better to remove the valve covers and lubricate the 4 valve stems thoroughly with storage oil. This should be done while rotating the motor slowly by hand to carry oil up and down the valve stems. The starting motor must be removed temporarily to access the starboard cylinder valve cover. Replace valve covers and starter for readiness next season.
5. Paul Dodington suggested an excellent way to clear any residual water from Coventry-Victor cooling system. Simply start engine out of the water and then plug the exhaust pipe outlet temporarily with your thumb. Exhaust pressure will force any water trapped in the cylinders, piping, etc. out of the opened drain cock. Wait and check that only exhaust gases are coming out of the opened drain. While engine is warm, change old oil and refill with new oil to correct level. Place storage oil in upper cylinders through spark plug holes and rotate motor by hand to distribute an oil film on cylinder walls and valves. Running the motor for only a short period of time out of the water will not damage the water pump or cylinders by overheating.

6. Boats should be stored inside or under cover where possible. Store right side up, blocked level and dry. High temperature inside storage with very low humidity is not recommended, it will have a kiln effect, removing all moisture and promoting wood shrinkage and cracking. Laying boat on it's side or inverted is not recommended at all. It is best to cover with a supported canvas cover that breathes. Vinyl and/or plastic will not breathe. This will trap condensation inside the boat causing rot and rust, two things you don't need.

7. Boats lifted for storage on slings from overhead hoists, should have solid "spreaders" on the lifting cables or slings. Spreaders should be the correct width at least of the gunwale where positioned to prevent "crushing" or "egg crating" the hull.

8. Boats forced to be stored outside should be covered with a structure suitable to prevent snow loads from collapsing the cover. Some of our members have returned in the spring to find a perfectly good dispro laying "flattened" completely to the ground." Don't let this happen to your boat.

9. If a dispro is stored upside down for any reason, it is recommended that the device area be supported to prevent "sagging." If stored outside and upside down the large device inspection cover over the propeller should be removed. This prevents any accidentally accumulated water from snow, rain, ice, etc. from freezing and bursting out the rear of the housing. This has occurred countless times in the past as witnessed by all of the broken and repaired housings that have been observed.

10. A good point was made by Rob Haggar who cautioned members that excessive use of T-88 Epoxy could lead to future repair problems. It is considered quite normal to repair a small planking crack or other minor structural fault with epoxy if done correctly. Rob showed one extreme example where several planks were massively and poorly repaired. The owner then epoxied three rounds of planking together. This made it impossible to remove a now damaged plank for replacement. The entire bottom and all ribs had to be removed and replaced, making a very expensive repair.

Complimentary coffee and refreshments were served and hosted by Miss Victoria Dodington, thanks to the Paul Dodington and Rob Haggar companies.

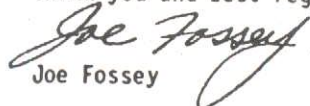
After the workshop session, 30 members found their way to President Bruce Clarkes cottage on Lake Joseph where the real Dispro stories began to flow like the relentless rains of the day. A delicious and hearty Chili-con-carne meal was served by Bruces warm fireplace and basement workshop collection of Dispro boats and related equipment.

A special thanks to Bruce and Marlene for their kind hospitality. Happy Thomson and Irene Fossey assisted Marlene with salad preparations and other goodies. It was a great event.

This concludes the report Dispro people on the Fall Storage Seminar. Please note that some errors or omissions may exist. The writer apologizes for any accidental oversight or mistakes.

Perhaps at a future workshop we could review basic ignition trouble shooting, carburetor and fuel supply problems, or a variety of subjects which members wish to be informed about. If you have any suggestions or ideas for future workshops, please let me know.

Thank you and best regards,

  
Joe Fossey