

ISSUE 49

THE DEVICE

MAR 2020

DISPRO OWNERS

ASSOCIATION NEWSLETTER

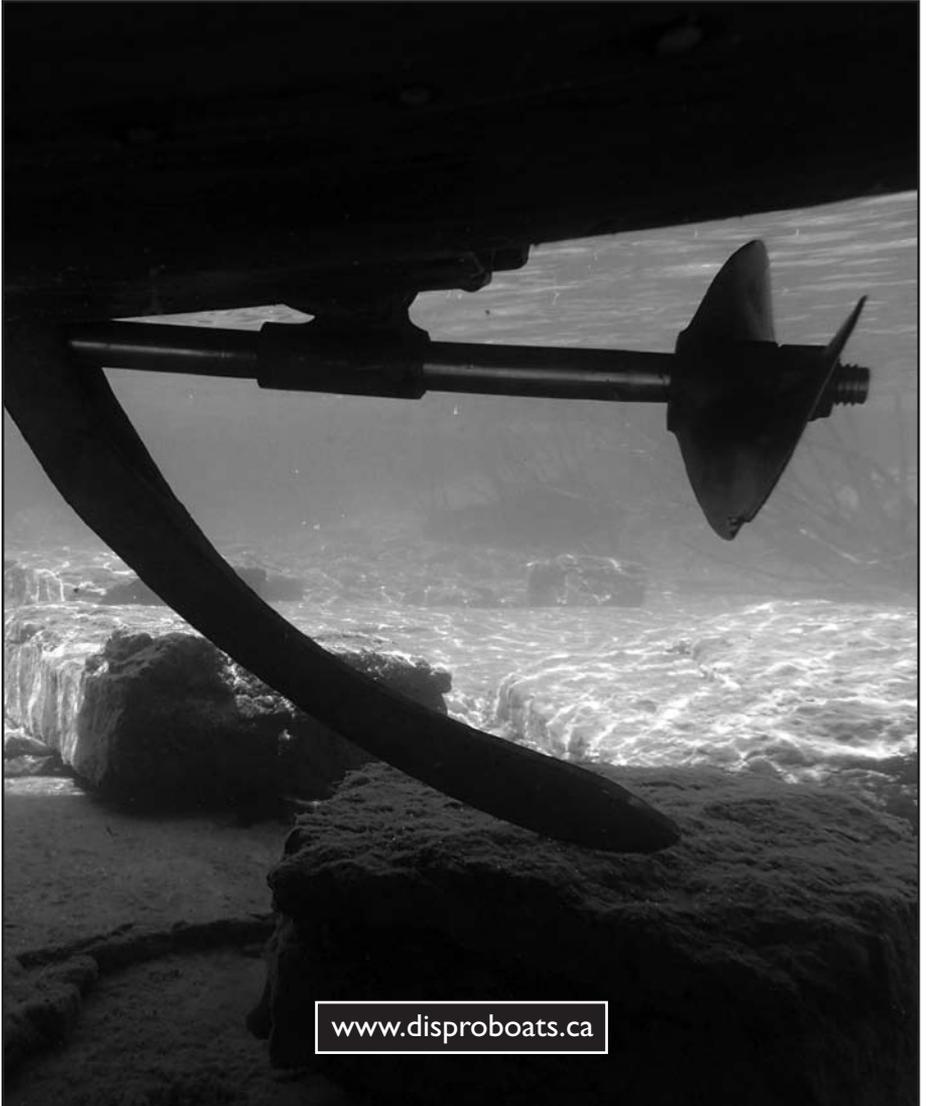


Photo: Gary Campaigne

www.disproboats.ca

It's time to praise the humble skag. A simple device that, on contact with any underwater obstacles, will kick the propeller up out of harms way and prevent damage to this most vital component. Yes, it's the name of our boats, but we don't actually want our propellers disappearing!



President's Letter • March 2020

A morning visit to the annex of our garage confirmed that Ts Delight is still there, waiting patiently. As a bonus, the sun shone for a couple of hours over the lake. Even Tom Allan (CBC Radio 2 host) had encouraging words – we are now gaining 4 minutes of daylight each day. Anticipation of all the upcoming events helps to brighten these days.

As we begin the 42nd year for the DOA, we pause to reflect on both the future and the history of this remarkable club. Reading through the past president's messages and newsletters, several times it was mentioned to keep activities and events fun and informal. That tradition has certainly been followed! Another tradition that follows are the questions we get about our Dippys. Last summer we boated up the Muskoka River and docked at a hotel, anticipating a refreshing ice cream cone, when we were asked, "What was driving your boat? What kind of boat is it? How were you steering?" And so ensued a mini tour and several minutes of explanation.

It has been a pleasure to volunteer along with the other enthusiastic members of the Executive. We worked as a team and the success of all the events was due to this camaraderie and dedication. Please think about joining the Executive.

Thank you: Ann Verth, Past President; Helen Byrne, Past Past President; Robert Clipsham & Ian Dickson, Co-Vice Presidents; Ian Gibson, Secretary; Sheila Burk, Treasurer; Barb Dickson, Membership Secretary; Paul Jenner, The Device Editor; Gary Campaigne, Website Coordinator; and last, but certainly not least, Mary Storey, Archivist (and all round go to person). And thank you for the honour of being President.

Kerry Harmon & Karen Boyer

2020 Membership Renewal

If you have not sent in your membership fees for 2020, please send them in as soon as possible. This will save us from sending you a second notice. Thanks.

A FRIENDLY REMINDER

Barb Dickson, Membership
ibdickson@cogeco.ca

Missing Trophy

Sheila Burk was preparing a list of DOA assets and discovered that somehow we've lost track of who has the Phillips Trophy. The trophy, featuring a three-bladed propeller, has been awarded to the fastest Dippy in various races in past years. Sheila thought she was on the trail but unfortunately the trail went cold.

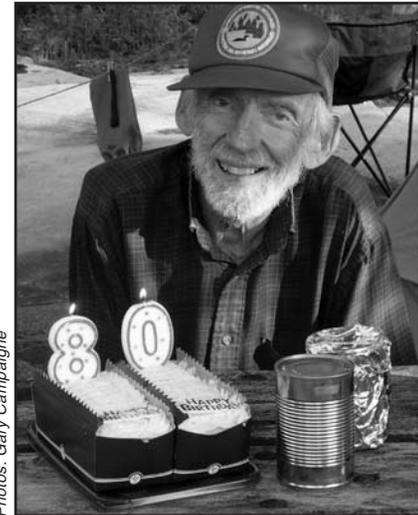
If anyone knows the whereabouts of the Phillips Trophy, please contact **Sheila Burk** at:
burkbshe@csolve.net



Ebb & Flow

Social Events, Milestones and News About DOA Members

It's late news but still worth mentioning. During last summer's Georgian Bay Misery Trip there was a celebration for Paul Dodington's 80th birthday. The little party "on the rocks" featured a cake with candles and ice cream supplied by Dennis Howchin which amazingly was kept cold for three days in a cooler! A moderately stocked open bar provided the liquid refreshment. In true misery trip tradition, one of Paul's gifts was a can of food, probably expired, with no label to tell what's inside.



Photos: Gary Campaigne



Along on the same Misery Trip was Dave Moffat who also celebrated his 80th birthday in 2019.

Submitted by **Gary Campaigne**

Sadly we announce the passing of Barbara Brown on February 10, 2020. Barbara was pre-deceased by her husband Gavin Brown in May 1997. Gavin was a past president of the DOA in 1994-95 and they were long time active members of the club. Barbara was also an active volunteer, giving her time to many programs in her community. She loved spending time with family and friends and particularly enjoyed her many years at the family cottage on Timber Bay, Fairy Lake.

Submitted by **Paul Dodington**

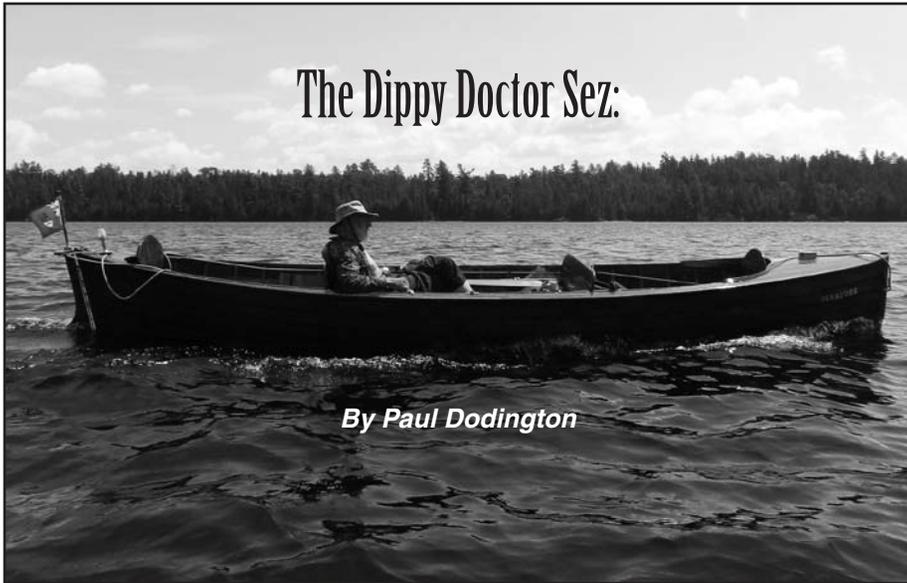
A Call for Submissions

From all the feedback I get, The Device newsletter is well received and enthusiastically read by DOA members. It's great to read about everything that's going on in this great club of ours. Here's an open invitation to all members to share your stories and photographs in the Device. Just by owning and operating a Dispro, I know you've simply got to have some stories! It could be about your boat, your adventures or mishaps, or all the great times you've had dipping. Of course the people are what make this club so great so stories about people, past and present are always welcome.

Please remember, this is your newsletter so don't be shy, let's hear from you!

Paul Jenner





The Dippy Doctor Sez:

By Paul Dodington

Photo: Paul Jenner

There is a wide range of expertise in our organization regarding the most efficient and effective ways of keeping our boats in good operating condition. I've been asked to share some of what I have learned over the past 70+ years, lessons learned mostly through the school of hard knocks, but also from those fascinating old characters who used to maintain these craft during their heyday, from the teens well up into the 1980s.

Let me state at the outset that my basic philosophy (bias?) is to try to maintain a Dispro's authenticity as an historical artifact to as high a degree as is reasonably possible. We need to remember that back in their heyday, these boats worked well, and like Model T Fords, were very dependable. Had they not established a reputation for dependability, they would never have become as popular as they were. Bill Ogilvie's legendary trip down the Mackenzie in 1921 is a case in point. I strongly believe that even by modern standards of dependability, these craft can still perform remarkably well, as has been proven over many years by the Georgian Bay Misery Trippers.

I do not, however, take issue with those who choose to equip their Dippies with substantial modifications to their original engines in a spirit of learning how to apply modern technology to improve efficiency and ease of operation, or even with those who choose totally different, i.e. electric or solar power plants, as we can all learn a lot from these experimenters. After all, the very first Dispros were powered by engines developed by Cameron Waterman, which were radically new and unlike anything that had gone before.

In this series of articles, I intend to pass along some of the knowledge I've gleaned over a lifetime of working on these fascinating boats in the hope that present and future Dippy enthusiasts may find an occasional gem of wisdom. So here goes!

In this modern age of computers and technological sophistication, Dippy engines are a remnant of a bygone era. There is no computer programme that can be used to diagnose a Dippy illness. But before all this computer magic was developed, what did people do? They used their 5 senses!

- **Vision:** Look at the power plant. Does it look normal? Are any wires off or loose? Is anything leaking out? Is any shrapnel lying underneath? If you're working in the dark, do you see St. Elmo's fire dancing about on the ignition wires? Is the copper water jacket turning purple? Does the ignition spark look strong or feeble?
- **Hearing:** Are there any strange noises? Can you hear the vibrator coil buzzing? Does the exhaust sound normal? Do you hear backfires or gurgles? Does the electric starter sound normal? Do you hear clanking or ticking noises?
- **Smell:** cAny smoke? Do you smell gas? Burning rubber or burning grease? Burning wiring?
- **Taste:** I must admit that you might pass on this one. You could poison yourself.
- **Touch:** Is anything hot that shouldn't be? Do you get zapped by electricricker? Do you feel unusual vibration? Are your false teeth chattering more than usual? Does that liquid you drain out of the carburetor feel like water or gas? Does the compression feel adequate when I revolve the fly wheel? Is that bilge water unusually warm?

Every Dippy operator is already equipped by nature (unless they're blind or deaf, in which case perhaps they might be wise to give up), with all the diagnostic equipment needed to perform basic trouble shooting. All you need to do is be very observant, and to constantly hone those skills and that is what takes place when you have years of experience.

I'm not saying that I would never use diagnostic equipment such as a voltmeter, ohmmeter or a coil and condenser tester, but that such equipment would only be used to confirm a suspicion that I had previously diagnosed through my senses.

Perhaps the best thing we can do in order to become comfortably efficient at trouble shooting is to familiarize ourselves with how things are when they're working properly. Spend a lot of time watching, listening, smelling and feeling what the engine is doing when it is running well. Get somebody to steer the boat on a nice, calm, sunny Sunday morning when there are no bikini-clad babes or speedo-clad Lotharios to distract your attention (depending on your personal inclination). Start by removing seat backs and engine covers and simply commune with the entire powertrain, using your 5 senses.

Remember to be very careful of revolving flywheels, especially those with starter gears on them. This is an important part of the awareness! Feel the temperature of the cylinder head(s) and water jacket(s); they may be warmer in some areas, cooler in others. Feel the temperature of the water pump – it should always be cool to the touch when running. Carefully feel the varying temperature in the exhaust system. Listen to the sounds the engine makes as you vary its' speed. On Coventry Victors, feel the temperature of each of the copper tubes where they rise vertically above the cylinders on each side. Are they both roughly the same temperature? Listen to the exhaust. Is it a smooth purr on 2 cylinder models, or a consistent putt-putt on singles? Get used to the typical odours found in an engine compartment. Look for water leaks at water pumps and propeller shaft stuffing boxes and learn how much leakage is normal and acceptable.

Becoming familiar with the sights, sounds, smells and feel of a well-running engine goes a long way toward becoming adept at keeping it that way.

Next Time: Checking engine compression



Upcoming Events in 2020

Just a reminder to members that UUMMTs 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.

Sun. April 26 – AGM – Coldwater Royal Canadian Legion

11 am Enjoy lunch with fellow members and get caught up with all the news! The **registration form is included** with this mailing so please, don't forget to **return registration form to Barb Dickson by Friday March 27.**

Sat. June 20 – UUMMT 45 – Lake Nosbonsing, Callander – Ann Verth

10 am You're in for a wonderful time at cozycampcottages.com 1-877-752-2085 or bigmoosecamp.com 705-752-3738. Cozy Camp is full but there are a few spots next door at Big Moose.

Our Northern members George and Betty Piper, and Jennifer Onions assure us that we are in for a true north adventure. It is a beautiful lake with excellent boating – 13miles long with 98 miles of shoreline.

Launching, docking and parking take place at Cozy Camp Cottages with hosts Brian & Diane Rocheleau. It is situated on a peninsula along the northwest shoreline of Lake Nosbonsing. The camps are located at the end of a dead end road ensuring a quiet visit with no traffic. From the south follow 400 and 11 north to Lake Nosbonsing Road, Exit 329, just south of Callander.

The UUMMT is a one day event but many members have booked the 2 nights to allow more time for other adventures.

We bring our own breakfast and lunch and dinners if so desired. Betty has booked dinner at the Terrace Suites in Callander for Saturday night. Please contact her betty.piper@outlook.com 705-752-1728 by June 1, 2020 if you would like to join us. Some will do their own dinner Friday night and of course you need a lunch.

Please join us for a wonderful time in the north. Also remember that mid June may bring black flies, rain & cool water. Callander is your closest store. Please wear your PFDs. We will have other safety measures in place including the guiding red light, a lead boat & a sweep boat.

Visit the websites above to make sure you include everything you need for the camp.

Sat. July 11 – ACBS Summer Boat Show – Muskoka Wharf, Gravenhurst

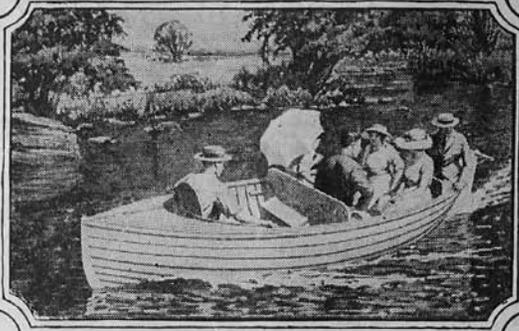
Volunteers are needed to man the display and spread the word.

Sat. July 18 – UUMMT 46 – Lake Rosseau and Lake Joseph – Eric & Cynthia Luks Paul Gockel & Beth Guy.

9:00am This is going to be one great ride you do not want to miss!

We will meet for the launching at Hanna Park, Port Carling at 9:00 am (note this time). There is trailer parking and no launch fee. As we are assembled we will proceed to the Port Carling locks and go through the big lock together as a group @\$6.00 per boat each way. Bring some CASH.

cont'd ...



Enjoy Your Own Power Boat This Summer

Have a graceful, roomy, luxurious, speedy motor boat—large and steady enough so you can stand up and fish or dive overboard without danger. You can drive this boat in heavy weather on deep water (it's thoroughly seaworthy) or run it in shallow ponds and creeks—anywhere you can row a skiff.

The Propeller Disappears

The heavy bronze protecting skeg raises the propeller instantly when submerged rocks or snags are touched, leaving keel smooth (automatically throttling the engine).

The powerful, silent motor gives 9 to 9½ m.p.h. (20 to 25 m. p. gal. of gasoline). It is a dandy motor—polished copper water jacket—Maxim Silencer—foot starter, etc. One lever gives any speed, slightest forward movement to full.

These Disappearing Propeller Power Boats are made of finest cypress, and white oak. Finished in "Natural Wood" with many coats of high lustre marine varnish. Hardware is of most substantial character and highly finished. Copper nails and brass screws are used throughout. 3 bulkheads.

By far, they're the classiest motorboats of their size on the market today—16½ to 18½ ft.—(4½ ft. beam).

Write for Catalog

See them in natural colors. Note their trim lines, large cushioned seats, small space occupied by motor. Built in 3 models—Water-Ford \$375.00, John Bull \$425.00, and Uncle Sam \$475.00. Gives patented and exclusive features and names hundreds of users in U. S. and Canada.

Disappearing Propeller Boat Corporation
101 Robinson St. North Tonawanda, N. Y.
Toronto, Ont.



Here's another great vintage ad extolling the virtues of the Dispro. Graceful, roomy, luxurious, speedy, large and steady are all part of this most vivid of descriptions. It then goes on to boldly claim that you can dive overboard without danger.

Well that's all well and good if you're close to shore. But if you're in the middle of the lake you'd better be a strong swimmer because it's virtually impossible to get back in that Dippy from the water.

Paul Jenner

We will proceed into Lake Rosseau via the Indian River where we will meet up with other dippys that have access upstream.

We will proceed to the cut at Port Sandfield and north on Lake Joseph to Beth's Black Forest Island for lunch and to visit her historic boat house which has been moved to the island from another location. Paul will be our historian with the details.

Beth is looking forward to accepting all Dippys. She has 3 places for docking on Black Forest: 1. New Boathouse 2. Front Dock 3. Inside and out of old/new boathouse. She also has a small beach. Beware of underwater obstacles "garboard grabbers" surrounding her property so approach with caution. Detailed maps will be available.

After lunch we travel down the Joe River back into Lake Rosseau and eventually back to the locks (\$6.00) and back to Hanna Park. Please let Eric know of your attendance as it will be helpful to Paul & Beth. Bring your lunch.

If any Dippys want to be launched the day before they can be docked at the former Dippy Factory overnight.

Reminder: Time 9:00am and bring a lunch

Sat. August 15 – UUMMT 47 – Lake Muskoka – Mike Windsor

10:00am Gravenhurst Docks. Please note the change in date.

Keep this date on your calendar for lots of fun on Lake Muskoka!
Details to follow in the June Device.

September 11-13 – 42nd Annual Regatta – Severn Lodge, Muskoka

Enclosed with this issue, please find the Severn Lodge Reservation information sheet and the DOA Registration Form. Reserve now and return your DOA Registration Form to avoid being disappointed. It's going to be another great Regatta and to top it all off . . .

\$\$\$\$\$\$\$\$\$\$\$ IT'S AUCTION YEAR \$\$\$\$\$\$\$\$\$\$\$

For questions regarding any of the UUMMTs:
Contact **Ann Verth** 519-755-1744 (Text or talk) verth1234@rogers.com

Do You Want a Fall Workshop in 2020?

A Fall Workshop is a possibility if there is sufficient interest. If you have any suggestions for subjects you would like covered and/or speakers you would like to present, then please send an email to the executive.



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