

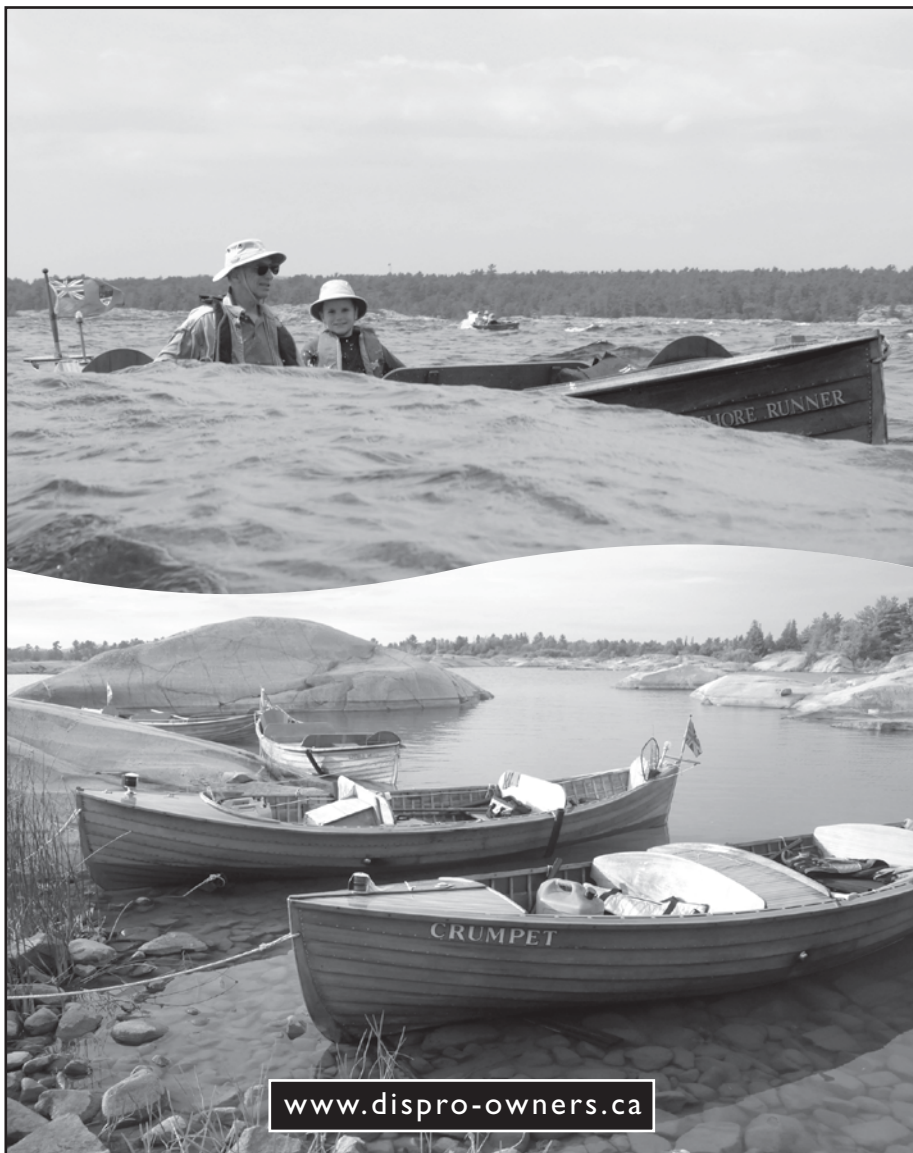
ISSUE 21

THE DEVICE

MAR 2013

DISPRO OWNERS

ASSOCIATION NEWSLETTER



www.dispro-owners.ca

Photos: Gary Campaigne

The adventurous boaters who attended the 2012 Georgian Bay Misery Trip experienced very active and challenging open water as well as the still waters of the protected inlets.



President's Letter • March 2013

Here it is Springtime...well almost. As I write this, the snow is falling ever so gently, reminding me that we're not quite into the season of spring flowers yet. But, nevertheless, the start of this year's DOA and boating activities is just around the corner! Your executives have wonderful plans for 2013 events which include the AGM on Sunday, April 28, three UUMMTs, the Annual Regatta on September 13 to 15, and a workshop on Saturday November 2. Wow...lots of ways to participate and enjoy the boating and each other's company!

You will find the AGM Registration form in this mailing and I look forward to seeing you for the lunchtime get together and meeting. (Yes, we always manage to eat!)

Gary Campaigne has organized the UUMMTs and the details are in the October Device and also in this mailing. Please note that blocks of accommodation have been reserved for both the Lake Nipissing and Bay of Quinte UUMMTs so please book early to be sure of a space.

The Regatta registration forms were included in the January mailing. Mike McGarrell is organizing the details and I am looking forward to spending time with you, participating in the activities at Viamede on Stoney Lake (check it out at Viamede.com). Please note that this year the regatta is not the weekend after Labour Day, but rather the second full weekend of September – the 13th to 15th. Next year it will be on the usual weekend after Labour Day (September 5 to 7, 2014).

During the AGM we will have presentations on the launch of our new website (disproboats.ca) and other club projects including the 100th Anniversary festivities in 2015 and an interesting presentation by Ian Turnbull, historian.

Mark your calendars for all of the great events.

See you at the AGM!

Robert Clipsham
DOA President

WANTED

Articles / Manuals / Drawings

In order to produce a maintenance and operating manual for Dispro owners, we need your assistance in sourcing additional materials. This would supplement the material we have gathered from workshops and other individuals.

If you have an article or manual for the following topics or wish to produce the same, it would be very helpful. All original materials will be returned.

- Engine information for the D1, E1 and Caron
- Propellers and shafts including universal joint replacement
- Fuel tank construction and dimension for Greavettes and Lindsay models
- Plank and rib replacement
- Stem and stern post replacement
- Rudder designs and pulleys including steering ropes

If you have what we need, please contact:

John Storey at 705-684-9560 or mstorey@cogeco.ca.

A Little History of the Viamede Resort

The origins of the main resort are murky, but based on an 1873 survey and development plan, the "Viamede Hotel" existed in some form at the time. The Mount Julian property is better known historically, and was built in the 10 year span from 1865 to 1875, with buildings being added and demolished over the years. Luckily, the oldest two buildings, currently the Spa and the Inn at Mount Julian, still remain.

There are also more recent historic finds, such as the Victory Loan flag found in a box in the basement of the Inn at Mount Julian. These flags were used during the Second World War to raise money for the war effort. If a region reached its target of Victory Bond sales, it was awarded a flag.

Until last year, the only safe in operation at Viamede had been constructed in 1920. Every former staff member seems to remember both the combination and the odd tricks needed to get it open. "You have to turn it to 32, then jiggle the dial a bit until you hear a click, and then carry on in the same direction to 45." (For would-be thieves, this safe was also on wheels for easier movement.)

The original registration books also shine a light on travel at the turn of the century. Guests would stay for a few weeks at a time, and often, year after year. Most guests would travel from the northern US, although some Toronto travelers would make the stop. Guests would travel by steamer along the Trent-Severn from Lake Ontario, or take a coach to Lakefield.

As road networks expanded and trucks grew more powerful, the waterway became more recreational. Today, the Trent-Severn is one of the most popular boating routes, linking Georgian Bay to Lake Ontario. Dotted along the route are marinas, resorts, and parks, making the region one of the most interesting boating routes in the world.

Logging The Big Cypress or The 685 Year-Old Dippy

Paul Gockel

I'm back on my vintage cypress tack. While in Naples, Florida in January, I visited the local museum, which hosted a display on logging cypress during "them days." That's encouragement enough to venture inside this free museum! There's a huge story around getting the cypress from the swamps to the D.P. factory. Here's some of that story.

Outside the museum sits the 2-6-2 1910 Baldwin steam locomotive No. 2, last used by the Lee Tidewater Cypress Co. From 1914 to about 1957, this steam engine carried workers to and from the swamps and hauled the logs out. The 16-foot wide roadbed through the cypress swamps was built by mucking up crap from the swamp's floor and piling it into heaps until enough "ground" had been built to lay ties and tracks. Then the 70-ton locomotive and tender would slowly venture ahead until another section could be laid. It was a three-month-per-mile railroad-bed building process. (Slightly slower than a dippy.)

The cypress trees in the 1920s were formidable monsters. Many towered to 150 feet with 25-foot circumference trunks. Some were up to 600 years old. Logging started in Florida in the early 1900s and ended in the 1950s when the swamps were logged out. As a tribute to the area, the company left a stand of giant virgin cypress trees back in the swamps, then dismantled their railroad. This is fine and good, and might protect the trees from marauding loggers, but living in Muskoka has taught us that wind plays havoc on stands of previously protected trees. With the barriers grown by so many other trees, these remaining trees have never developed the strength to withstand high winds, or in Florida's case, hurricanes. It'd be interesting to see if these virgin trees are still standing today.

During the loggers' heyday, up to 400,000 board feet of cypress as well as the other rot-proof species of longleaf yellow pine were shipped from the swamps to the sawmills. But the loggers didn't have a nice time doing this. One writer from the Saturday Evening Post went so far as to say that logging in Florida was, "The toughest job in America , if not the world."

The workers worked amid snakes, alligators, mosquitoes, chiggers and razor-sharp saw grass, in addition to Florida's relentless heat and humidity during a ten to 13-hour day. The thick underbrush and boggy terrain made walking about nearly impossible. It wasn't all golf, glamour and glitz in those days. Compare this to the logging operations

in Algonquin Park where the loggers only had to deal with mosquitoes, snow and cold. (Either way, I'd prefer to drive the locomotive.) But they seemed to extract about 600 cypress logs per day and get them to Florida's hungry sawmills despite their bad working conditions.

The first thing the loggers did was girdle the tree. Cutting around its base killed the tree but also drained it of many tons of water and sap, making it lighter to handle. Loading logs on the train cars was fairly easy work if the trees were near the tracks. To get the distant logs to the train, they built an overhead trolley of cables and pulleys fastened to still standing trees to carry the logs across the swamp. Many times the enormous logs reached speeds up to 60 miles per hour on the gravity-powered overhead tramway before being stopped. No one has explained the stopping process. With no naturally moving waterways as in Algonquin Park, cypress was mechanically handled.

In 1923, Henry Ford tried to stop the logging operation, offering to buy the swamp and turn it into a park. The State of Florida thanked him but said without a commensurate endowment they couldn't afford to operate a park that big and lose the revenue from the logging business. Thankfully, 'Idle Hour', as well as all the 1924-1926 fleet were built.

That cypress today? We're riding around in it. The railroad beds have been turned into hiking trails and roads, and the little Baldwin locomotive, with its boiler rusted right through the backhead and stripped of all its parts, sits outside the museum in Naples, Florida, to remind us of the incredible resource we have which has made our wonderful dippies last so long and look so beautiful. Think of this article when you decide to replace that plank. Does it really need replacing just because of a dent? After all, it's already 685 years old.

January 2012

*Lee Tidewater Cypress Company
No. 2 on display at the museum.*

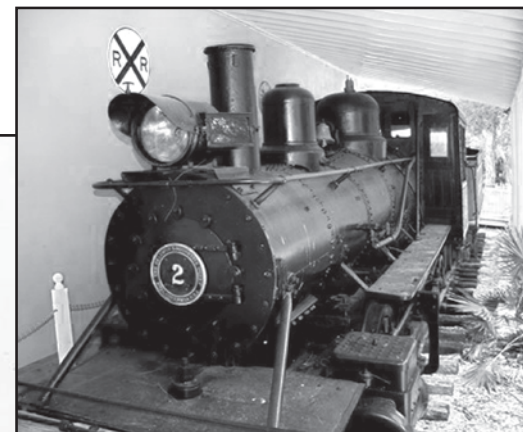


Photo courtesy of Collier County Museum, Naples, Florida



Photo: State Archives of Florida

*Log train with a large load
of cypress logs being
hauled to the Lee Tidewater
Cypress Company mill.*

Dispro — *Italian Style*

A few years ago, while searching the internet for “things Dispro”, I came upon an Italian boatbuilding website featuring plans for many types of watercraft, sailboats, motorboats and yes, even a Dispro! Originally, there were just basic plans of the Dispro 16, showing very little detail. However, I recently revisited the site and found lots of pictures showing construction methods and a completed Dispro in action.

It looks like a Dispro, built with glued ply and the correct number of planks, but the propulsion unit is a compromise. From the photos, it appears to be an electric drive that kicks up into a wooden housing between the middle and stern seats, but no details are given. Of course it's missing that all important feature – a device!

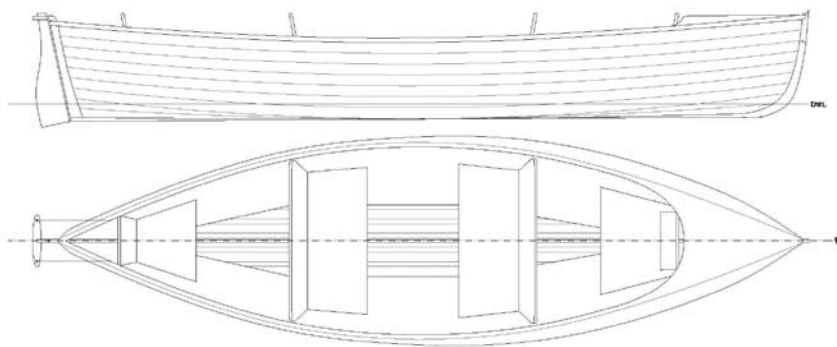
If you want to check it out go to:

<http://www.bcademco.it/indexENG.htm>

Choose plans/motorboats and then scroll down to the 4th boat.

They say that imitation is the highest form of flattery. It's gratifying to see that the Dispro is so highly regarded, even on the other side of the pond.

Paul Jenner



Upcoming Events in 2013

The Dispro Owners Association has planned exciting events for 2013. We would like to see you there! PLEASE, mark these dates on your calendar, so that you don't forget them.

Sun. April 28 11:00 am AGM at Muskoka Boat and Heritage Centre, Gravenhurst

Enjoy lunch with fellow Dispro owners. Guest speaker Ian Turnbull will be giving a presentation on Muskoka Boating History

Don't forget to complete your enclosed Registration Form and mail to Mary Storey by April 19.

UUMMTS for 2013

Unofficial Unauthorized Mini Misery Tours are a lot of fun, and a great way to enjoy your boat in the safety & comfort of the company of your fellow Dippyites. Plus, you get to explore new areas that you wouldn't ordinarily venture to in your Dippy! There will be 3 UUMMTs this year so let's get a good turn out.

Sat. June 22 UUMMT 25 – Lake Nippissing

On the third Saturday of June, George and Betty Piper have arranged a UUMMT to take place on Lake Nippissing. Anyone wishing to stay overnight can make reservations at the Terrace Suites, 2363 Hwy. 11B, Callander, ON by calling (705)752-5552 or (866)552-5525. Mention the Dispro Owners Association at time of reservation and please book early to ensure a spot. Approximately 2 hours from Muskoka.

George asks those coming to call or email him so he can arrange for enough launching and parking space.

Email: george.piper@sympatico.ca

Phone: (705)724-2717, after May 10 cottage (705)752-1728

July 20-21 UUMMT 26 – Bay of Quinte

Everyone is invited to cruise the Bay of Quinte on the third weekend of July. Rooms have been reserved for July 19th and 20th at the Picton Harbour Inn, on the water in downtown Picton. A group rate of \$110.00 per room/per night has been arranged. Your stay can be extended if desired. Ample parking and free launching are available, but there may be a charge for docking. Phone (613)476-2186 or (800)678-7906 to reserve and be sure to mention the Dispro Owners Association.

Sat. Aug. 17 UUMMT 27 – Severn River

Saturday, August 17th boating will take place along the Severn River in the section between the Big Chute (Marine Railway) and the locks at Swift Rapids.

Weekend of Sept. 13-15 Annual Regatta – Viamede Resort, Stoney Lake, Kawarthas *Details to follow*

Sat. Nov. 2 Dispro Owners Workshop – Muskoka Boat and Heritage Centre, Gravenhurst *Details to follow*

Dispro Owners Association Annual General Meeting

Muskoka Boat & Heritage Centre, Gravenhurst • Sunday, April 28, 2013

AGENDA

11.00 am

Heritage Centre opens

Only **pre-registered attendees** - \$20.00/person
Includes lunch and admission to Heritage Centre

Noon

Lunch

1:00 pm

Call to order of AGM

Approval of Agenda

Minutes of 2012 AGM

Treasurer's Report

Reports:

- Membership • The Device/Dispro Trader
- Archives & History • Club Projects & Communication
- 2013 UUMMTs • 2013 Regatta

Election of Executive

2:15 pm

Short Break

2:30 pm

Speaker Ian Turnbull: Muskoka Boating History

3:00 pm

Adjournment

Those splashboards really do their job. They are just another design feature which make the Dippy such a seaworthy craft, especially in the choppy waters of Georgian Bay.



Photo: Gary Campaigne

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



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