

ISSUE 35

THE DEVICE

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DISPRO OWNERS

ASSOCIATION NEWSLETTER

www.disproboats.ca



"Muggins" makes an impressive splash and nicely captured here by Gary Campaigne.



President's Letter • August 2016

As I write this, the club has already had two successful UUMMTs for 2016. The first one in June was 12 Mile Bay and the second one in July was from Port Carling to Bala. There are several people signed up to make the trip to Clayton NY for the Antique boat museum show this year. Many thanks to past president Eric Luks for organizing these.

The Clayton show will feature the Dispro. It's interesting to note, that when I joined the ACBS 30 years ago, the Dispro was not really considered a boat by many ACBS types. Times have certainly changed. The 2015 ACBS show in Gravenhurst had the Dispro as the featured boat. The DOA has been invited to The Antique Boat Museum in Clayton this year, with the Dispro being the featured boat. Another milestone for the Dispro this year was the awarding of the prestigious ACBS "best in show preserved" award to Jim Onions for his Greavette Dispro at the Gravenhurst show. Congratulations Jim .

I have dealt with a couple of new owners of Dispros this year and it brought back a few memories of my first year with my Dispro. I remember that mysterious noise at my first regatta, and the eventual discovery that the flywheel on my D2 Dispro engine was coming loose. Later the trials and tribulations of trying to tighten the tapered gibb key with too much force and cracking the hub of the flywheel. Then the treasure hunt for an extremely rare D2 flywheel. These boats can be a source of great joy, and also great tribulation. After I had my flywheel problem solved, there was the mysterious heating problem when one cylinder would get so hot that it started turning the water jacket blue, while the other one was stone cold and then the situation would mysteriously switch cylinders with no apparent reason.

To the new owner there are the other lessons like looping the bow rope over the light to keep it from stealthily slipping off the side and finding its way into the prop and winding itself singing tight until it stalls the engine. A proper bow rope has to be long enough to reach the propeller. It's almost a right of passage for a new owner to have to extract a tightly wound painter from the propeller device and propeller shaft. A Dispro provides many lessons in humility. Just when my ego has inflated itself to the point of believing that I have the whole thing mastered, a Dispro always seems to present a lesson that brings me back to the right size.

As of this writing there are 60 people signed up for the Regatta at Cleveland's house. I would also like to remind everybody that this is an auction year. So take this opportunity to clean out your garage or boathouse and benefit the club at the same time.

This year the DOA will also be holding a Fall Workshop which was discussed at the AGM. The date will be October 15 and will be at the boat museum in Gravenhurst. There will be lunch as well as a card making workshop hosted by Barb Dickson and Rachel Campaign for the women who would like to participate. Please use the enclosed form to register. Happy Boating

Mike Windsor

Upcoming Events in 2016

Fri. Sept. 9 to Sunday Sept. 11 – Annual DOA Regatta, Cleavelands House

The 38th Annual DOA Regatta will again be held at Cleavelands House, MInett, Muskoka. Two forms for the regatta were enclosed with the March mailing. If you haven't already, please complete both forms and send them back as soon as possible. The **Reservation Form is for Cleavelands House**, to be returned to Cleavelands House, to secure your accomodations, meals, etc. The **Registration Form is for the DOA**, to cover nametags, charts and the Wine and Cheese Event. This form gets returned to Barb Dickson. Also, **this year is auction year** so start gathering up your treasures to donate to this great event. It's always fast paced and lots of fun.

ATTENTION ALL! IT'S AUCTION TIME

AT THE
Annual Regatta

Yes, it's time for the every-other-year DOA Regatta Auction.

So, attention all hoarders! Clear out that garage, boathouse, workshop and basement and bring those treasures, collectables and objet d'art along to the annual regatta.

It's time to put it all on the auction block. All donations,
NAUTICAL OR OTHERWISE,
will be gratefully accepted for the SATURDAY EVENING EVENT.

GOOD TIMES
Guaranteed

Sat. Oct. 15 – Fall Workshop – Muskoka Boat & Heritage Centre, Gravenhurst

For the men, subjects will include: **How to Turn your Dispro into a Dispro Racer**, learn how to optimize your Dispro's performance for the upcoming racing season presented by Ian Dickson and Dennis Howchin.

For the ladies, learn a variety of **Card Making Techniques** and make several handmade cards and gift tags to take home, presented by Rachel Campaigne and Barb Dickson.

Plan to attend all the great events!



Twelve Mile Bay

Georgian Bay Hospitality with Stan & Helen Byrne

On Saturday June 16, 2016 ten dashing Dippies headed out of Moose Deer Point Marina, to Georgian Bay waters.

What makes a Misery Tour great? Of course, sunny skies, no bugs, blue water, 10 Dippies, wonderful Dippy friends, and the warmth and hospitality of Helen and Stan Byrne and family.

Stan led the troops out of Twelve Mile Bay towards their cottage. Here we were welcomed by Helen Byrne with her two daughters Pauly, Chrissy, granddaughter Serena, Rich Cordon (from Paris) and the dog.

Stan had just built a Muskoka Room at the end of the cottage which was a perfect place out of sun for our lunches....many varieties of those. Helen provided irresistible desserts as well as Cynthia Luks' Auntie's homemade chocolate chip cookies (recipe 100 years old). Many were out on the expansive deck enjoying a breathtaking view of the Bay. Visits were made to Stan's many surrounding buildings whose construction had begun over 30 years ago. And Stan is still at it with the help of Rich and other members of the family. It was so refreshing to see a true cottage with the spirit of the family.

Now the boating events for the afternoon were a bit different for all. Hugh MacLennan senior (marina owner Port Carling 40's -70's) always said of "they are slower than the hour hand of eternity". Two boats definitely fulfilled his claim. To try and speed them up did not happen. Consequently they got lost. Many attempts at various bays eventually got the two Ddippies to the main channel (avoiding the well known rocks). Their's was a different adventure and different views of beautiful Georgian Bay. The main stream Dippies were led by Stan to see some magnificent sights of the Islands of Georgian Bay. Stan can tell you the names.

A wonderful time was had by all. We are ready for our next UUMMT!

Ann Verth



Photo: Mary Storey

Here's the group who went on the very first UUMMT at Twelve Mile Bay, Georgian Bay and also on the UUMMT this June, 12 years later.



Heading out on the bay.

Photo: Mike Windsor

Photo: Gary Campaigne

George and Elizabeth Piper, just puttin' along.



Port Carling to Bala



Dippy in Her Own Waters of Comfort

Saturday July 16, twelve Dippies gathered at the River to head out onto Lake Muskoka. This was familiar territory to the dippy itself as well as its owners. These Dippies were full today, some with 6 or more per boat, ready for action.

For Tom & I, the ride was beautiful under blue skies and a perfect temperature of about 70 degrees. It was over 35 years of nostalgia weaving in and out of our favourite islands, nooks and crannies. The trip took us out of the Indian River, into Lake Muskoka, spotting some camping spots from childhood canoe trips, Judy Ross' cottage across from the Wilsons' Wawanesa Island (Harold's Miss Canada not in sight... must go to the Museum to view). We passed Cooper's Point, and across the Bay to the Isle of Skye. Scottish family background abounded here as we passed through the narrow straits.

As we approached Acton Island we putted by Whitey and Kathy's beautiful cottage and under Acton Island Bridge. Over to the far side of Dudley Bay we passed by fellow Dippier Doug Brown's. We think of you often, and the many times you have helped us out. We passed Kemp Narrows with a glimpse of our former cottage of 35 years, many memories of a Muskoka home. Up next was the Tallahatchie, a high level bridge, and a favourite spot for daring jumps. This also is a place where the CN and CP run side by side.



Photo: Mike Windsor

Our destination was Windsor Park, Bala, known for the famous Tuesday night ski shows. It was a busy spot including a photographed bride in white celebrating her anniversary. We found shade and traded good stories over our picnic lunch. Lorraine, Kathy, Whitey and Jack were good sports again with a lunch on Bala Bay. . . no room at the inn (dock).

Turnbulls, Nick and Sandra were our very capable lead and rescue boat, but they were gainfully unemployed. . . very strange for a dippy trip (ah, Clipsham was not there). Dr. Paul only had to use his hammer once.



Photo: Gary Campaigne

The Dyments, Roger and Betty, and Andrew and Myrna enjoying the Port Carling to Bala cruise.

On the way home, all were amazed at the height, size and luxury of "cottages" on Lake Muskoka. And with the speed of lightening the Dom boat was first in at the Hanna Park Beach of Port Carling.

The Country Bistro, overlooking the Indian River, was our final destination for about 30 Dippies that evening. Thanks to Eric Lucs, a great price was negotiated for some very fine dining. . . can't beat those steaks!

Are you ready for Clayton?

Ann Verth

Timely Trailering Tips

One thing that I've noticed is that a lot of Dispros live on trailers. I was working on a boat recently and noticed that the plank nails were very close to the stem. I later learned that the boat had been winched up tight on the trailer while it was still floating. During the course of accelerating out of the ramp the overly zealous driver had ripped the stem out of the boat as the rest of the boat slid backwards off the trailer and landed on the ground.

Most aspects of the Dispro trailer experience are just basic common sense. Make sure the bearings are in good condition and adjusted properly. Bearing buddies are great additions. Once or twice a year I jack up the frame near the wheel and give the wheel a spin to make sure the wheel isn't loose, and that the bearings aren't making any grinding noises. The keel should be fitted with at least 4 rollers to support the weight of the boat at the front and back of the keel as well as under the engine and behind the device. The trailer should be fitted with adequate bunks to keep the boat balanced. One thing to consider with bunks is what happens if the boat isn't perfectly positioned when it is pulled out of the water? Are they little tiny pads that will puncture a plank if the boat is offside? Guide posts to keep the boat centered while loading in the water are great additions. They also make the empty trailer visible while backing up when it is empty.

Another thing to consider is the prop and skeg. Is the prop going to stay up while you launch or is it going to bounce down enough on the descent into the water when launching enough to have the skeg hook itself into the trailer? A properly adjusted device brake mechanism should prevent this, but it isn't always the case. I have a stick

continued . . .

fitted to lock the device handle up. I always have that safety stick under the handle when loading and unloading.

Finally one of the most import and often overlooked aspects of trailering is to make sure that the bow of the boat is being pulled up when loading with the trailer in the water. I have attached a simple sketch that better illustrates the geometric cause and effect of proper winch placement.

Mike Windsor

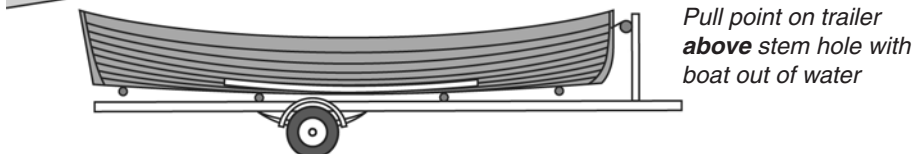
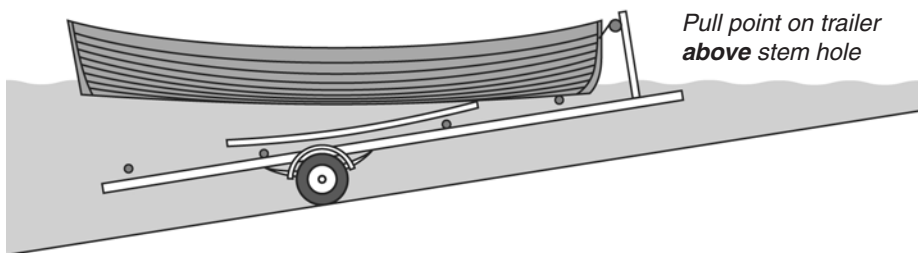
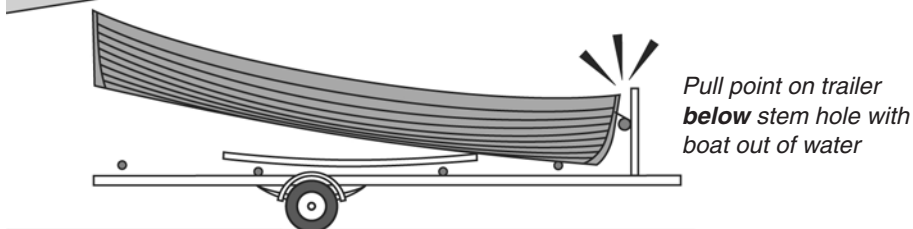
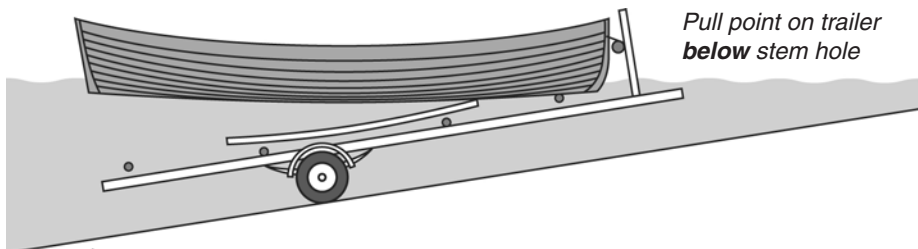


Illustration: Mike Windsor/Paul Jenner



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