

ISSUE 54

THE DEVICE

JUNE 2021

DISPRO OWNERS ASSOCIATION NEWSLETTER

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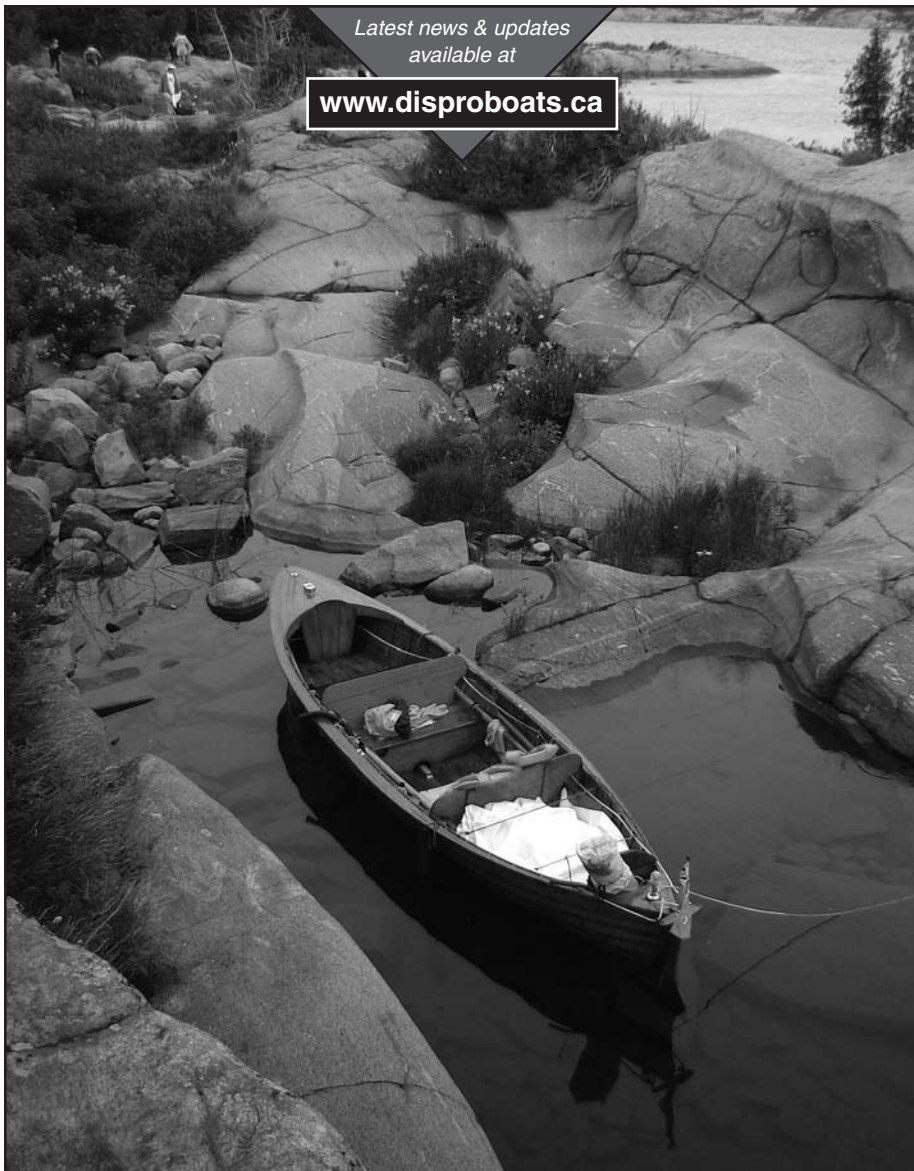


Photo: Paul Jenner

Paul Dodington's Pinafore calmly shelters in a rocky inlet during a 2006 Georgian Bay Misery Trip.

President's Letter • July 2021

We're back! In keeping with the environmentally sound policies of the Dispro Club we are recycling in a big way. Both Robert Clipsham and Ian Dickson are being reused and re-cycled as Presidents again, if only half each.

We wish to thank Karen and Kerry for all their work over their total term on the executive of the D.O.A., but more specifically the last two years as President(s). We hope that their invaluable help will be continued into the future as they contribute both as Past Presidents and continue on as members of working committees.

Thank you to those that attended the "inauguration" or more formally known as the Annual General Meeting. As with many meetings this year, it was necessary to make it a remote affair on 'zoom'. Many thanks to our new Secretary Jim Butler for handily guiding us through the meeting. Welcome on board Jim! Our finances were reviewed by Sheila and once again we maintain our solvent position. Reports were given on the new updated Web Site along with the other committee reports. Throughout the meeting quizzes were presented and the results showed that an understanding of the history of the club was live and well.

We have said goodbye to a few members, but in spite of these unusual times, we have also welcomed 14 new members for the 2021 season. We look forward to a time in the future when we can meet and get to know them in person.

We are planning a UUMT get together for Saturday, August 14. This event is subject to the public health guidelines in place at the time. Details of this event are given below and will also be on the club web site, www.disproboats.ca.

Tune up those engines, let the hulls swell up and let's look forward to getting back out on the water.

Robert and Ian, Co-Presidents

DOA UUMMT on August 14, 2021

Departing at 10:00 a.m.

Let's get our boats in the water! Subject to current public health regulations, let's gather together to reignite our camaraderie and have fun in our boats. Here's the plan:

Launch: At the George Road Landing, 1006 Sandbar Lane, Bracebridge. This public launch ramp is very busy on a summer weekend. Plan to arrive early. There is parking for vehicles and trailers but no washroom. (Same launch ramp used for 2018 Regatta at Patterson-Kaye Resort.) Charts will be provided clearly indicating the route. There will be a lead boat with visible lights. Two Dippies, available to assist others, will bring up the rear.

Route: Cruise Lake Muskoka shoreline. Cross to Browning Island and then to the lunch stop/outhouse at Johnson's Park on Eileen Gowan Island. After lunch we will explore Gowan, Baxter, Wilson, etc. islands as we head back to the George Road Landing. Cruise time pre-lunch: 2.0 hours – post lunch: 1.5 hours.

Social: Please wear your name tags and introduce yourself to anyone you don't know.

Equipment: For first timers come prepared with all weather clothing, lunch, spare engine parts, tools, etc. And know that we are all available to help each other.

Questions: 2021 UUMMT Co-ordinators Karen Boyer & Kerry Harmon. 705 645 9513 krboyer@vianet.ca

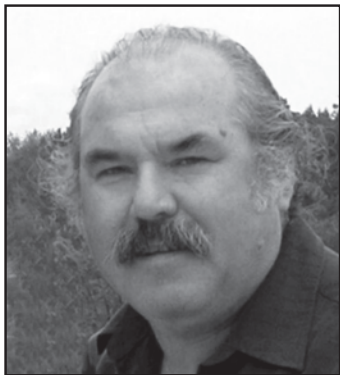
Monitor: Please check the website for confirmation of the UUMMT current details and for any changes.



Significant Contributors



Dwight Boyd



Every organization needs a champion. Dwight Boyd, a significant contributor to the Dispro Owners Association, is certainly a champion for our club. He can not say enough good about the organization. He speaks about DOA as the place to make life-long friends, a place to have a great deal of fun and a place to learn.

Dwight, his wife Kristen and daughter Ferris have been members for longer than they can remember. As a boat builder in Campbellford, Dwight was continually hearing about these little Dippies and once he saw several, he just had to have one. He found one not too far from home but thought the price too high. After a few weeks, he made the owner

another offer and the boat was his. Small problem, all the parts were included in the deal, but they were not attached to boat. The impetus to finally complete the boat was that the next Regatta was close to his home. With a hurried effort, it was ready for the 1992 Regatta on Stoney Lake. The fun began.

Dwight has contributed many hours and lots of effort to the club. When I asked him why he took a second turn at being President, he stated that "somebody had to do it" and there were not a lot of volunteers that year. We remember being at Dwight's workshop for many "how to sessions". It was always worth the drive to Campbellford. The presentations had a great variety of topics. This was equalled by good food and good fellowship. Also, have very fond memories of Dwight being the auctioneer at the DOA Auctions. What a fun time; still remember some of the jokes many years later. Dwight's take on this is that participating in these events helped him learn as well, make new friends and served as an excuse to clean up the shop. He found all this gratifying.

When asked if there is anything he would change about the club, his reply was "If it ain't broke, why change it". He thinks that all the events are superb. He specifically likes the Device newsletter, stating if you can't get to events, you can at least read about them.

Two events that were memorable came to mind. Dwight remembers the trip over the Big Chute marine railway which was a huge highlight of his boating career. He was so intrigued by the engineering when Dispros and large cruises could sit on a platform that moved and your boat just slid off at the other end. He also recalls the first regatta held at Glen House on the St. Lawrence River. The family arrived Friday, got settled in but Dwight had to meet business clients on the Saturday. He drove from Gananoque to Pearson airport, to his shop in Campbellford, back to Pearson Airport, then to Gananoque to find that Kristen and Ferris were a little dishevelled after a very windy day with high waves as they boated the St. Lawrence.

Dwight states that the Dispro club is just "damn good fun" and is the catalyst for lifelong friendships. He says he gets warm and fuzzy feelings when he thinks about the people and the fun that Dispro Owners Association has provided.

Mary Storey



Virtual AGM

Minutes of the 42nd D.O.A. General Meeting – April 25th, 2021

The meeting was held virtually, using zoom technology, at 3 PM. Like last spring, when the 2020 AGM had to be cancelled due to the covid-19 pandemic, Ontario currently remains in lockdown. It was through the capable services of Jim Butler that the zoom technology was adapted to facilitate the 2021 Meeting.

President Karen Boyer opened the meeting with a welcome and thank you to members who were able to join in. It was noted that the D.O.A. executive have had the unique pleasure of serving a two year term in their current positions due to the cancelled 2020 AGM. Despite lively discussions and occasional divergent opinions, the group were always able to reach consensus and move forward. The President, who, with pure dedication and unrelenting energy, led the executive, took time to thank her colleagues for all their significant contributions.

Motion 21-13: Sheila Burk moved that the Agenda, as presented, be accepted, seconded by Ann Verth. Motion carried.

Motion 21-14: Robert Clipsham moved that the minutes of the 2019 41st Annual General Meeting be accepted, seconded by Paul Jenner. Motion carried.

Treasurer Sheila Burk presented the Financial Statements for both 2019 and 2020, as the former had not been able to be tabled at the 2020 AGM for circumstances previously noted. In the 2019 Financial Statement, the Treasurer indicated a balance of \$18,225.12 at yearend, which was a drop of \$4,273.44 compared to the year's opening balance. The deficit was attributable to deposits with resorts for the intended 2020 and 2021 Regattas (down payments are increasingly becoming the norm, especially as a result of competition for weekends by wedding parties). There was also deposits paid related to the 2020 AGM, in addition to growing overhead costs. Sheila Burk moved Motion 21-15 to accept the 2019 Statement, seconded by Ian Dickson. The Motion was carried.

The Treasurer then proceeded to present the Financial Statement for 2020. The year end closing balance of \$18,414.65 was up slightly over the year's opening balance. Notable in the Statement was the return to capital as deposits pre-paid in the prior year were refunded. Counterbalancing this was significant outlays for updates and re-designs of D.O.A.'s web-site. Sheila Burk moved Motion 21-16 to accept the 2020 Statement, seconded by Jim Butler. The Motion was carried.

At this juncture, the Treasurer conducted a poll of the membership as to which Financial Statement format was the preference. The 2019 report was the traditional detailed Statement, while the 2020 report was a summary of total income and total expenses by category. The poll was ambivalent.

The membership was next asked for their thoughts on raising the donations that D.O.A. makes annually to three designated recipients. Currently, \$100.00 is each given to the Muskoka Lakes Museum, the Muskoka Steamship & Historical Society and the Clayton Antique Boat Museum. After discussion, Sheila Burk made Motion 21-17G, seconded by Ian Gibson, to increase the annual donations to \$200.00 Cdn. for the three going forward. The Motion was carried.

The General Meeting was next asked to approve Motion 21-18G to change the Association's yearend to November 31, commencing in the current calendar year. The Motion was moved by Sheila Burk, seconded by Ian Dickson, and was carried.

In concluding her report, the Treasurer reminded the membership that the next Regatta planned for 2022 would include an Auction. Members were urged to start to consider items that they might donate to help raise some revenue for the Association's coffers.



Committee Reports were led off by Barb Dickson, the Membership Secretary. Barb reported that currently 191 members have renewed their memberships, with 24 still outstanding. There has been a number of boats sold and ownership changed with the result that there are eleven new members.

Paul Jenner, Newsletter editor, reported next. Currently, content contributions have been very good although stories and articles are always appreciated. Paul, concluded by referencing that a Membership Survey would be included in the forthcoming Device. The executive are hoping for an excellent response to this initiative.



The web-site co-ordinator, Gary Campaigne, spoke next. He reported that in the fall of 2019, the D.O.A. web-site was forced to find a new server host. By August 2020, the new host, Host Papa, determined that the D.O.A. web site was utilizing more server resources than allocated in our plan. While modifications were undertaken to rectify the situation, it was ultimately determined that the site's older software and configuration used in its creation 7 years ago, would not allow updates for the latest security enhancements required by the host. Upon conferring with our web site developer, it was recommended that the whole web site theme would need to be replaced. A new theme, which delivers high quality product enhancements and auto-updates, during each version was proposed. The D.O.A. executive, faced with the necessity, voted to proceed with the re-structuring of the web site. Gary, in consultations with the web site developer, created and brought up to date a new, vibrant D.O.A. web site at a cost of \$1,282.55. Since the establishment of the new web site, Gary reports there has been five automatic software updates and that five new members have approached the Association via the site's e-mail contact feature.

Paul Dodington, as historian, was invited to address the meeting. Paul indicated that the only significant development that had occurred in the past two years was the advent of electric motors being installed in Dispros. While he allowed that was probably OK, he went on to express his sincere hope that no one would consider using a viable, functioning dispro for this purpose.

Mary Storey next reported that she, with the help of Karen Boyer, had gone through boxes of documents and clippings that Joe Fossey and other members had donated and catalogued them for storage in the Archives. As archivist, Mary is still on the lookout

continued . . .



for articles relating to Dispros and collecting photos from members, past and present. She gratefully acknowledged the receipt of two albums prepared by Shirley Profit and forwarded by Marilyn Shaver to the D.O.A. Archives.

The President thanked Mary for her devoted work and then undertook to report on behalf of the Regatta Selection Committee. Karen stated that the Committee had established a strong set of criteria for the selection of future regattas. These included: interesting waterways to explore; a convenient launching site; space for trailer parking; mooring/docking for 30+ boats; comfortable accommodation for 60+ members; a weekend rate package (including a children's rate); and availability of suitable communal space for wine & cheese and auction events. These basic criteria, of course, limit the number of resorts available for consideration. A further limiting factor is the growing number of weekend wedding events at resorts that makes competition for desired September dates. Also of concern is the growing practise of resorts requiring a minimum number of rooms and meal plans in order to be booked. Failure to meet these required numbers translates into D.O.A. being responsible for the financial shortfall. The Committee, in looking for solutions, is seeking input from the membership on possible resort candidates, as well as thoughts on booking Regattas on less competitive and quieter weekdays. Karen concluded by thanking her co-committee members – Sheila Burke and Mary Storey.

The Regatta Operations Committee were next up. Ian Dickson announced that the 2022 Regatta would be held at Grand Tappattoo Resort, which is located on Otter Lake, south of Parry Sound. Members can view the selected site and its amenities by visiting the resort's web site at www.grandtappattoo.com Ian reiterated that this Regatta would feature a traditional Association Auction.

Robert Clipsham on behalf of the D.O.A. Display Committee, reported no activities requiring a D.O.A. presence due to the pandemic. He suggested the next event may be the ACBS Summer Vintage Boat Show in Gravenhurst in 2022.

Having completed Committee reports, the President moved to the next Agenda item dealing with Future Planning. Karen, as chief executive, felt it was timely to revisit this initiative last discussed in 2014 and has launched a fresh initiative. With major changes to the public health environment and, specifically, to the Association's own demographics, there is a need to examine policies and contemplate new initiatives and membership services. For the purpose of this exercise two Coordinators have been appointed by the executive for the duration of the initiative. Members are invited to share their thoughts/concerns/ideas directly with **Karen Boyer (707-645-9513; krboyer@vianet.ca)** and/or **Ian Gibson (905-468-4646; grapex@idirect.ca)**. A survey has also been designed which will be included in the June Device mail out, as well as being available for download through the Association's web site under the heading Events (<https://disproboats.ca>). Alternatively, members can receive a soft copy of the survey, which they can complete on-line and e-mail back (**contact Karen; krboyer@vianet.ca**). All input will be incorporated in a SWOT (Strengths, Weaknesses, Opportunities, and Threats) discussion to be undertaken by the executive in a day long exercise when health conditions permit in-person meetings. Please be vocal and return your survey responses by July 1st.

The UUMMT Committee report was given by Ann Verth. A number of UUMMTs have been planned and ultimately cancelled through 2020 and 2021. When public health permits safe outings, the executive will initiate opportunities to get 'boats in the water' as expeditiously as possible. In the interim, Ann encourages member's to post their news of, or plans for, interesting outings so others can replicate the experience or join in informally.

The next Agenda item concerning the 2022 Regatta at the Grand Tappattoo Resort has been previously covered. The dates to reserve are September 9, 10 and 11, 2022.



Ann Verth, next took the Chair, in order to conduct the election of the 2021-2022 executive. The slate of officers presented is as follows:

Co-Presidents	Robert Clipsham & Ian Dickson	Treasurer	Sheila Burk
Vice-President	Ian Gibson	Membership Secretary .	Barb Dickson
Recording Secretary .	Jim Butler	Newsletter Editor	Paul Jenner
Past President	Karen Boyer	Web Site Coordinator . .	Gary Campaigne

The Chair then called for Nominations from the floor. Upon receiving none, Ann Verth moved Motion 21-19, seconded by Mary Storey that the slate of officers be accepted as proposed. The Motion carried.

At this juncture, Karen Boyer passed symbolically (as they already had them) the symbols of office – The Corroded Connection & The Gavel to the two new Co-Presidents. This was followed by a special thank you to the long serving Past President, who was praised for her enthusiasm, dedication and leadership during difficult times endured through the past two years.

On behalf of the new Co-Presidents, Robert Clipsham conducted the last Agenda item – New Business. Robert reiterated that the new administration's priority will be generating opportunities to get "boats in the water" at the earliest occasion. Bob Burk followed with news that a few interested members had identified an opportunity for the manufacture of universal joints. The group was endeavouring to identify demand among the membership for 30 to 40 units to organize a purchase through a third party as the original manufacturer cannot sell directly to the public. Interested parties should contact **Bob Burk (705-835-6489 burkbshe@csolve.net)**. The estimated price, depending on demand, would be \$250.00 to \$300.00 per unit.

Karen Boyer, prior to Adjournment, once again offered a special note of thanks to Jim Butler for arranging and managing the zoom General Meeting, which all agreed was a success. Karen Boyer moved Motion 21-20 to Adjourn. The Motion carried.

Minutes prepared by Ian Gibson, Secretary

Tempting Culinary Treats

*from **The Greatest Little Cookbook: A Boatload of Recipes**
produced by the Ladies' Auxiliary of the Dispro Owners' Association, 1996.*

Dippy Chicken Pie – Sam Macgillivray & Alan Clipsham

- 2 frozen Temderflake pie crusts (or your own)
- 4 large potatoes, cooked and mashed for topping.
- 2 sliced onions
- 2 cups or 1/3 bag of mini carrots, sliced in half
- 2 cups sliced mushrooms
- 2 cans cream of mushroom soup
- 4 cups frozen peas
- 3 cups chopped, cooked chicken (left over roast chicken or turkey)
- Thyme, salt and pepper to taste

Pre-bake pie shells as per the directions. Prepare mashed potatoes. Steam carrots, then onions, then mushrooms, a couple of minutes each. Mix chicken, veggies and mushroom soup. Season to taste with thyme, salt and pepper. Divide chicken mixture into 2 pie shells. Top each with mashed potatoes. Bake 45 minutes at 350 F. Broil to brown potatoes 3 – 5 minutes.

A great meal to have after a day of boating!!!



Dippy Nostalgia

As a teenager while on a visit with family friends, I spent many hours slowly circling Chaplain Island in a weird little putt-putt wooden boat. Many years later in 1980, I observed a similar craft being used by a fisherman (formerly a farmer) near our cottage at Oro Station on Lake Simcoe. Sight unseen, I purchased the boat for \$400 from the fisherman's estate. I had no idea what I had acquired. It was not long before Joe Fossey contacted me to observe and discuss my purchase – a 1952 Greavette Dippy. The overall condition of the Dippy was a sight for sore eyes. Using his farmer instincts, the fisherman had poured a mixture of Portland cement and tar into the bilge and covered this with sealant with thick red lead paint. Spikes were driven into the gunwales to hold fishing rods. The original engine was replaced with a 5 hp Tecumseth air-cooled using a five-foot vertical exhaust stack well supported with bailing wire. I spent many hours attempting to restore the monster with limited success.

Fast forward two years to the summer antique boat show at the golf club on Lake Rosseau. At the canoe ramp, I met Roger Dyment who was displaying his newly constructed Dippy, Maigret. Roger had previously bought a 1948 Greavette Dippy in 1976 by auction from Port Cunnington Lodge on Lake of Bays. Charlie Cunnington had used this boat to salvage submerged tanbark logs. Roger decided he was willing to sell this Dippy and that it was all original, it floated and the St. Lawrence XAE engine performed well. WOW! – was I excited or what! Once again, I bought a Dippy sight unseen, picked it up the next day and so began my real-life challenge and pleasure of owning a Dippy.



Photo: Paul Jenner

My new boat deserved a name. Before each nautical adventure in the Dippy, my family would question me, "Will it start?". My response inevitably was Heavens Knows. Hence the vessel was christened. Heavens Knows had a few upgrades during my ownership including rewiring, raised centre deck, partial stem post, new rudder and one varnish job, not bad for 35 years of active service.



The fisherman's Dippy mentioned above was quickly sold and the new owner Ron Lund did, in fact, fully restore it and named it Gumby.

I, not unlike most of us, tend to recollect the good and often humorous Dippy experiences and forget the many, many frustrating and potentially disastrous Dippy experiences.

In pre-UUMMT days, my wife Jean and I, usually joined by Happy and John Thomson in Poppy, took extended Dippy trips on Ontario waterways including: 1) Rice Lake, Peterborough-Kawartha Lakes – Lake Simcoe – Trent Severn – Georgian Bay (completed in two stages); 2) Hull, Quebec – across the Ottawa River – up 8 in-flight locks beside the Parliament Buildings – Rideau Canal and Rideau Lakes -Kingston; 3) Clayton, N.Y. Boat Show – Kingston (see below) – Rideau System – Ottawa 4) Misery trip on Georgian Bay – Key River – Killarney (also see below).

On our voyage from Clayton, N.Y. to Kingston, we hugged the north shore of the St. Lawrence River. There was no rain that day but the swells emanating from Lake Ontario down the river were huge. We were drenched by the time we arrived at Confederation Basin in Kingston. We unloaded our gear and staggered to the Prince George Hotel on the waterfront. I felt a little uneasy, leaving my newly leathered spoon oars in the open Dippy, so I returned to the Dippy to retrieve them. One oar over each shoulder, I retraced my steps to the hotel, passing an outside patio bar. A rather inebriated gentleman, having observed our arrival and my current situation exclaimed, “Hey, Captain, is that all that is left of the boat?”. LOL. Needless to say, laughter abounded from all quarters.

At the risk of being accused of rambling, here is another story. One of the most memorable Dippy excursions for me was the 1994 Misery Trip on Georgian Bay, not because of the Dippies but rather my memory of a close personal relationship. Ron Hill and I, each in our own crafts, were putting in at Key River. Bruce Clarke was a founding member and past president of the DOA and through our association in DOA and ACBS, we became good friends. Bruce (we called him Clarke and he owned Hawkstone) made modern Dippy history by retracing the 1921 Dippy navigation accomplished by William G. Ogilvie. This trip in the MacKenzie River District of the Canadian Boreal Forest was 1500 miles (The Greatest Little Motor Boat Afloat, page 142). Bruce was diagnosed with cancer the previous fall and, although putting up a valiant effort was in failing health by the summer of 1994. In mid-July and the evening before we were to embark from Key River, I phoned Bruce's wife, Marlene, indicating that I would be thrilled to have Bruce in my boat if he felt up to it. Enough said – Bruce had probably never missed a Misery Trip and was not about to miss this one. So, Bruce, chauffeured by Marlene, met us at Port Severn and we drove to Key River. Once in the Dippy, Bruce smiled continuously but there was little conversation. Bruce's trademark “thumbs up signal” indicating “all is well” became evident as soon as we joined the rest of the Dippy flotilla near Dippy Lagoon. Although experiencing mobility and verbal problems, Bruce participated in most activities with apparent joy. After a couple of days, however, deterioration in Bruce's well-being became evident and with his approval we called Marlene suggesting she drive to Killarney. From our campsite on Silver Island and through a dense fog, Paul Dodington took Bruce to meet his wife. Clarke passed away a few weeks later.

These vignettes illustrate the range of experiences one can have in the “Dippy World” with the boats and more importantly with the people. Heaven Knows served us well for 35 years but is no longer in our possession. My wife Jean and I do admit that although the lack of Dippy ownership has negatively impacted on our current interest, the memories will remain forever – guaranteed nostalgia.

Jim Domm



Baisong at 100

Most of us will not remember 2020 as a wonderful year. But even in the worst of times there are bright spots and anniversaries worth celebrating. One such small but happy event was Baisong's 100th season. She was built in 1920 as hull #2323 and therefore reached that magic number last year.

As her latest custodian I was pleased to help her celebrate. But the story must begin long before 2020. For she would never have reached her 100th year if it had not been for a gentleman named Mr. Seagrove who preserved her under difficult circumstances, and for John and Happy Thomson who brought her back to life.

As Happy has related before in this publication, they discovered Baisong, then called Big Cedar, in 1983 under a cottage at Woodland Beach on Georgian Bay. It wasn't exactly Dippy territory. Woodland Beach is on the east shore of Nottawasaga Bay near Wasaga beach. It is sandy, shallow, and rough, a lee shore constantly exposed to the westerlies rolling in from the Bruce Peninsula. No doubt it's a great place for surfing but not a friendly place to keep a dippy. The only way to launch her was to trundle her on a homemade cart, from her lair under the cottage across the beach to the water's edge. Once launched, she had to be kept pulled up on the sand, as there was no dock and the location was far too exposed to anchor her out. You would have thought that these difficulties were almost insurmountable but Mr. Seagrove was evidently a determined man.

He had found her derelict in a field himself in the nineteen forties. Although she must have been pretty rough even then, he fixed her up enough to use as a fishing boat for twenty years or so, keeping her afloat with copious amounts of paint and tar. John Thomson recalls scraping off four different layers of paint. Each was a different colour, but included a generous portion of sand from the beach where she was painted. Her fishing days came to an end however when Mr. Seagrove grew too old to launch her. Following his death, she remained unused under the cottage until rescued by the Thomsons.

Luckily for Baisong Mr. Seagrove did very little to her other than apply paint and tar to keep her afloat. John Thomson recognized what a prize he had found as soon as he saw the wide rib spacing and iron clout nails. Under all that paint was a very original very early, Disappearing Propeller Boat. She made one last trip across that unforgiving beach and was taken to the home of her new owners.



Baisong being retrieved from Woodland Beach on the shore of Georgian Bay in 1983.

One year into the restoration the John and Happy had a piece of luck. They had learned of a dippy seat back at a cottage in Orchard Beach on Lake Simcoe. When they asked the owner whether he would part with it, he said yes, provided they took the other bits including the top. They agreed to take the other items, not quite sure what they were acquiring. But on close examination it turned out that they had acquired the only authentic Dippy Auto Top still in existence, so far as anyone knows.

These Auto Tops were a rarely purchased accessory listed in the catalogues for a few years in the early nineteen twenties. I can say from experience that they were and are, a wonderful addition, particularly on a hot day. They look nifty, provide shade, and also funnel a cooling breeze across the helm seat whenever the boat is in motion. No doubt if they hadn't added almost fifty per cent to the price of a new boat, there would be more of them around.

While restoring the hull, John also found time to assemble a correct D-1 Silent Dis-Pro motor from a five gallon pail full of parts. With this installed Baisong emerged from his shop July 1985. Her first launch site was the Indian River just downstream from the site of Dis-Pro factory where she had been built sixty-five years before. It was also just downstream from the location that inspired her new name. A small settlement had grown up around Baisong rapids on the Indian River now the site of the small locks. Its name was changed to Port Carling when Benjamin Hardcastle Johnson opened the first post office there in 1869. Benjamin Hardcastle's grandson was Billy Johnson.

Baisong's first trip that day included stops at the site of the old factory, a trip through the locks, a visit to Nick and Sandy Turnbull's cottage Echo (the oldest in the area) and a final stop at Paul Dodington's home Wharerah on lake Rosseau.



John Thomson and Paul Dodington at Port Carling on the occasion of Baisong's first outing.

Although Baisong is one of the oldest boats in the club and has won several prizes for the authenticity of her restoration, she is no pampered show boat. John and Happy took her on expeditions including the full length of the Rideau Canal System, much of the Trent Severn System, and visits to shows on the St Lawrence and St Claire rivers. She was also a regular participant in club events and shows .

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In 2016 John and Happy reluctantly decided that Baisong needed a new home. However, finding one was not as straight forward as might have been expected given her authentic restoration and wonderful condition. Ironically, one primary reason for this was probably her authenticity.

Up until 1922 Dis Pros had no recoil starter system or dashboard to place the engine controls within reach of the helm seat. Therefore the operator had to start the engine by hand flipping the flywheel, adjust the throttle or mixture by turning unmarked knobs on the carburetor, and advance or retard the timer by reaching in between the spinning flywheel and the scalding water jacket while hopefully avoiding a jolt from the high tension spark plug lead.

None of this could be accomplished from the helm seat. So, the operator had to choose between minding the engine and steering. This meant (and means) that departures and landings are always interesting and require considerable planning.

Baisong's new owner therefore had to be someone who was sufficiently besotted by Dippys to put up with the primitive operating procedures and sufficiently athletic to hop back and forth between the helm position and the engine compartment at a moment's notice. This dance was made even more challenging in Baisong's case, by the presence of her auto-top and its straps.

I met the first qualification. By 2018 I could boast fifty years of Dis-Pro operation and ownership including many days operating Paul Dodington's 1921 dippy, Pinnafore, whose mechanics were equally primitive. However I was not at all sure about the second requirement. I hesitated for many months before succumbing to Baisong's charms, as I was not at all sure that I could still leap back and forth with sufficient alacrity. However, enthusiasm eventually conquered common sense and Baisong came into my care on September 27, 2018.

Although she had been in storage for several years her first three and a half mile trip from Windermere to her new home, was delightfully uneventful. During her last few days with them, John and Happy had thoughtfully poured a few pails of water into her ensuring that the first few rounds of plank had taken up, so she didn't leak much. As for the motor it started on the third flip of the flywheel and never missed a beat all the way home. It was a real testament to the Thomson's restoration and care.



Photo: Mike Windsor

Tom Wood and Elspeth putting Baisong through her paces with adjustments to engine speed.





Photo: Mike Windsor

An outing on Lake Rosseau on July 18, 2020.

However after a few day's use the cork carburetor float succumbed to the ethanol infused modern gasoline in which it was immersed. The carburetor became chronically flooded, and cruising was over for the season. Luckily the problem was readily diagnosed and a solution was at hand. She was launched the next spring sporting a brand-new float made by Paul Dodington from Nitrophyl, a product specifically designed to replace cork for this purpose. That, plus a rebuilt coil and timer turned her into an absolute joy to operate. When properly prepared she usually starts on the first or second flip of the flywheel.

This exemplary behavior has continued through most of the club events for the last two years including the Pickerel River in 2019 and Pointe au Baril in 2020. She is also frequently out, closer to home, doing what Dippys do best - skimming the shoreline and poking her nose into all the places that boats shouldn't be able to go. Her log indicates thirty outings in 2020. Not bad for a 100-year old lady!

Tom Wood

Dippy Humour

- Q.** How did your Dippy get its name "Flower Pot"?
- A.** My in-laws lived in Hamilton and every time they came to visit us the Dippy was in the yard on the trailer and not in the water. They said I should fill it with dirt and plant flowers in it. **Earl Procumier**
- Q.** What was the condition of your boat when you obtained it?
- A.** Garbage. Hardly worth setting on fire. **Bruce Clarke**
- Q.** What was the condition of your Dippy when you acquired it?
- A.** The boat had been out of the water for 20-25 years. The bottom planking seams were open. I had to put it in a plastic bag to float it out to the trailer so it would not sink. **Joe Fossey**

Submitted by Karen Boyer



Kingston Carburetor Float Arms *by Paul Gockel*

(continued from the previous issue)

How to machine the arm where the needle and nut assembly pass.

NUTS! Yes, a nut. I sawed off a piece of 7/16" hex stock, faced the sawn part and drilled it 5/16". This was to hold the round boss of the arm casting. It didn't work. I had to keep drilling up by letter sizes, and grinding lumps off the casting until it did fit. Once it fit, I split the hex along the length of a flat with the milling machine (could have used a hacksaw) so it would act like a collet and hold the rough casting securely once the whole assembly went in the lathe's 3-jaw chuck. (You wonder why tiny things cost so much? Are you getting the idea?) I drilled it from the bottom up with a number 15 drill, (0.180") ...factory specs.

Before this, however, in order to find an accurate centre to drill and once I solved the pivot pin problem, I mounted each arm in the carburetor bowl and with a sharp scribe, marked the brass float arm boss by reaching up through the gas inlet hole. It gave a good idea of an otherwise nebulous centre. (It's amazing what you think of when lying in bed at night.) Centering the boss would not have been good enough since an eccentrically mounted needle would leak. Remember, this is not space-age technology, but alternatives are available.

Great. Now how am I going to do the other end? I can't just turn it over because the arm hits the chuck face before the collet nut reaches the jaws. Over to the milling machine and set it up accordingly. (I did need the mill after all, but have since devised a new method.)

The set-up worked as predicted. Still using the split nut, I centre-drilled the casting, and drilled down 0.140" with a 5.6 mm drill. (I switched to metric here [ye gads!]) Well, it's the correct size drill for a .7" x 32 tap. Read Machinery's Handbook.) Finished it with a ball end mill. Now we have a ball-and-socket joint, like your hip. Back to the bench or lathe it went and using the correct bottoming tap, chips went a-flyin' as the threads were cut. But once it stops turning, you stop turning.

The hour of decision. (and Billy Graham's dead.) I assembled everything. Whoa! It worked! The nut went all the way down to its shoulder and the needle still articulated as it should! No binding of parts. Assembled in three bowls, three arms did exactly as they should—they turned on and off the flow of gas, or in this case, air.

There's the matter of 6-36 screws to hold the float to the float bushing—another obsolete thread size. Don't worry, it too is on the docket. It's a little premature to publish this article without a proven arm, but my publisher keeps harassing me.



Photos: Paul Gockel

The completed float arm and needle project. I've never machined anything so small before, but it was successful.



You'll need to trust me for the results. Next spring, each one of these will need to be tested. Each fitted with a new nitrophyl float, I guess that'll be my job.

I've not told you all my secrets but you have enough. Maybe you'll come up with some of your own. Unlike the ignition coils, I have found nothing on the internet showing how these parts were made. Automatic screw machines were expensive. Could they have been a likely alternative in the Kingston shop? I can't imagine Kingston doing this in the factory the way I did it. Maybe they did.



Not quite finished yet but here are three new functioning float arms ready for their new nitrophyl floats and a spring day to test them. They all go up and down, and they all turn on and off, just as they should.

I discovered this was not a straightforward project. Like rebuilding a boat, you never appreciate the product until you try to duplicate it yourself. That intimate relationship is what teaches you so much. Many stumbling blocks had to be overcome along the way, such as seizure of the entire mechanism when the prototype was installed. Ooops. Since the parts cannot be seen once assembled, many thoughtful assumptions had to be made. I also learned that this may have been a terribly-built apparatus. Way too many sloppy tolerances in non-standardized parts in unworn, random-sized factory components, all in an otherwise fine carburetor. No wonder the corks bound up, the arms broke and carburetors leaked. And compared with a Schebler, this was the expensive model! This was most disappointing as I strived for precision from the start, assuming Kingston had done the same. But they worked. This project has saved many a Kingston carburetor from the scrap heap. Strangely, no matter how accurately the parts were made, nothing seems interchangeable. Remember that parts should not be robbed from one component for another anyway; the net addition to the supply of valuable dippy parts is zero, yet the scrap bin fills. Soldier on. Get or make new parts to keep the supply line going. And think twice before bending anything. And thank Bob Skinner.



The Dippy Doctor Sez:

By Paul Dodington

Photo: Paul Jenner

Part 4: Fuel System Troubles (*continued from previous issue*)

Keeping contaminants out of gas:

One of the greatest curses of Dippy ownership, right from the beginning in 1916, was keeping foreign matter from messing up the fuel systems. No matter how fastidious you are about keeping your jerry cans clean, somehow every gas tank eventually seems to breed contamination like a disease, and it eventually finds its way into the carburetor or some narrowing in the gas line, and Dippy coronary artery disease begins.

For years people have put filters at some convenient spot in the gas line to trap dirt and water. Starting in the mid 20s “Filtrap” filters were installed directly under the fuel tanks. Greavettes continue this practice, and the glass filter assembly included a fuel shut-off valve. These glass filters created a new problem: on hot sunny days they’d develop vapour locks and you’d have to blow hard into the gas tank to get the gravity feed established again. The one Achilles Heel common to all these filtration systems was that they would clog ahead of the filter, usually at the ¼” outlet at the bottom of the tank.

About 35 years ago, I finally perfected a filter design that so far has been foolproof. Human nature and years of experience have taught me that the less maintenance you have to do on a Dippy, the more enjoyment you get. And we all would like to keep our boats looking reasonably authentic. As this filter assembly is out of sight inside the gas tank, it is invisible, self-cleaning and never needs attention. What could be better than that? But, as the dowager Countess of Grantham murmured in disgust in one Downton Abby episode, “There’s always something.”

The only drawback to my filter is that the engine runs out of fuel before the tank is completely empty. Well, your car does too, but nobody complains about that. You just have to remember that the engine will quit when there is about ¾” of fuel left in the tank, although sometimes you can make it back home if you tip the boat to the side where the gas line exits the tank. On earlier boats where the gas exits on the centre line of the tank, I’m afraid you’re dead in the water.

Here’s how it works: A short copper tube sticks up about ¾” above the bottom of the tank. Water is heavier than gasoline, and so is most dirt, so they remain inside on the bottom of the tank while gasoline floats on top. As long as there is sufficient fuel in the tank, it will pass through the tiny holes in the mesh of the fine brass screen pencil-shaped filter gauze fastened on top. The constant sloshing of gas from side to





Photo: Paul Dodington

side as you pass over boat wakes and large waves on rough days, keeps the screen washed clean. Twenty-five years later, when all the hardware and gas tank is removed for a varnish job, the tank can be easily cleaned if necessary. If the pencil-shaped filter should ever need cleaning (none ever has, so far) you could easily accomplish it by blowing compressed air back through the gas line, a Dippy enema, so to speak. You can make your own filter assembly very easily in a couple of hours.

To sum up, most Dippy fuel system ills can be easily avoided by keeping water out of the gas tank (especially when it rains); installing a good filtration system inside the tank, and avoiding fuels containing ethanol. And there is one last point to remember: you do need to use a dip stick to check the gas occasionally. It's mighty embarrassing when you need a tow because you haven't checked the fuel for a few weeks.



A Putt-Putt Story

It is amazing how many of the many books written about Muskoka, have references to Dispro boats.

Recently, I was re-reading a book titled *Adventures as a Muskoka Maid* by Ruth Gaunt Bennett. This is the true story of a Toronto teenager who was a maid in a large Muskoka cottage near Windermere, Lake Rosseau. The year is 1932. The storyline is about four teenagers, each working at a different cottage or resort, going for a ride in a Disappearing Propeller Boat.

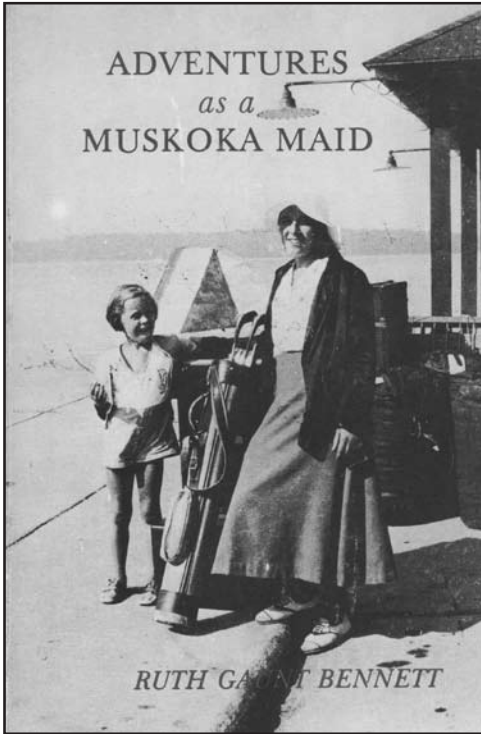


Image provided by Mary Storey

"If you are free tonight, would you like to ride up to Cleveland's House in the D.P. putt-putt?", asked Tall One, as he was known throughout the book. Ruth replied, "What is a D. P. putt-putt?"

Something like a rowboat. Only twice as big, with an inboard gas engine and a disappearing propeller. The boat is roomy and quite safe." Replied Tall One. "The boat seemed to me to be twice as long as our rowboat, very wide bottomed and quite smooth running. The middle seat could hold three or four people easily. Behind it was a square box housing the inboard motor, with a narrow extension towards the stern, covering the drive shaft that has something to do with the "kick-up" whatever that was."

"I ran my fingers over the woodwork, feeling and enjoying the satin smoothness. Every inch of this long, wide boat was polished to a mirror finish inside and out. The floorboards, smooth and wide, were fitted with care. No wet feet or, perish the thought, leaks in this boat."

"What is that red light, blinking just ahead?" I asked. "Is it a boat? I can't see one. "Oh my gosh! It's the shoal!" Herb yelled and veered the boat sharply as I flattened myself to the deck. There was a jarring, rasping sound and the boat came to a shuddering stop. Molly screamed and sat up, looking bug-eyed with fear.

Now, we've done it! Herb moaned. We're stuck on The Shoal!" "But the propeller is up, isn't it? If it isn't damaged, we'll be able to back off." His quiet, matter-of-fact voice almost convinced me that it was a sandbar, not a granite rock, that we were sitting on. Tall boy stated, "I'm sure the putt-putt can slide back off safely. Let's hope the propeller is not damaged." The boat slide off the shelf of rock into deep water. We soon were putt-putting along as if the Shoal incident had never happened.

Conclusion: The author Ruth married Tall Boy and they lived happily ever after.

Mary Storey



Is Your Dippy Cantankerous, Ornery or Just Downright Unreliable???

Well, step right up here and we can recommend a solution for you. Once and for all your can go out for a morning cruise and not even have to take a flash light for the after dusk repairs, tinkering, parts replacement and the like.

Just pop in an electric drive and it will be as reliable as your electric toothbrush and "So simple to use even a Teenager Can Run It (apologies to Peyton), it's like your cell phone son, just keep it charged and it's ready to go".

The first of the new era eDisPro (actually just like the existing 5 eDisPros, but you know, newer) is together and today Brad Jackson hosted Tom Wood and I for the initial start-up. Not only did it go smoothly, in every way, but it is incredibly quiet! The speed control, with the boat out of the water and no load on the prop, was from 100 to 1,400rpm finely/ininitely adjustable. And there is More! Not only does it have a neutral it also has reverse! In reverse, it is equally controllable, which is very useful for removing weeds as well as all the other things reverse is useful for.

By all calculations this should give a Regatta Cruising Speed Range of 6 hours plus some reserve. Please see Tom Wood's article in the previous issue for details.

Kerry Harmon

Brad's Installation



From the bow; the aluminum box is the 'all day' battery.



From the Stern; everything is in the engine room or under the seats except the lever by the device which is the single lever control, Forward, Neutral, Reverse and Throttle combined.



Amidships; rear of battery, Electric Yacht motor controller and beneath that the motor.

Photo's Kerry Harmon



Tom Wood's Electrical Installation

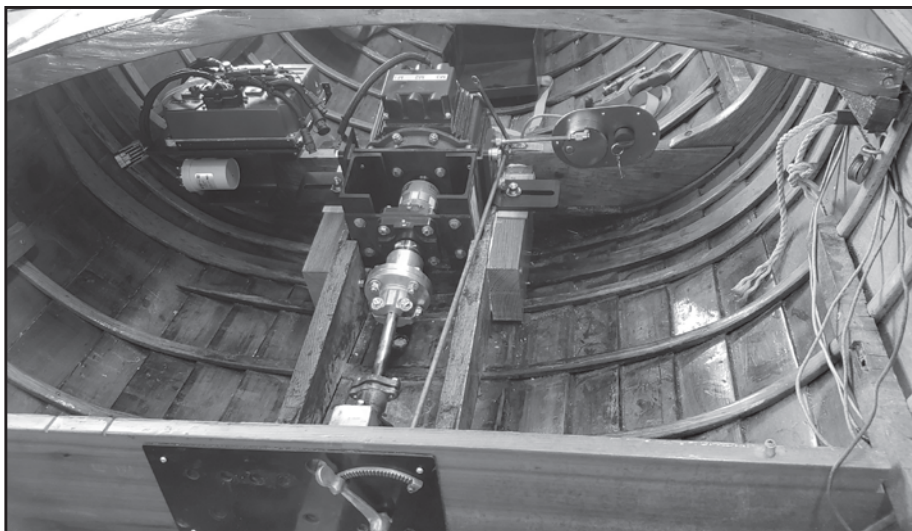


Photo: Tom Wood

The control unit is mounted to its left. On the right the speed control is installed and connected to the original Spark advance quadrant on the dashboard. All additional controls will also be connected to the dashboard so that the boat will look as if it is still powered by a gasoline engine. The two batteries will sit one on each side of the original engine beds between the motor and the dashboard.

Tom Wood

BREAKING NEWS
The 2022 Regatta at Grand Tappatoo Resort
has been rescheduled to September 16-18.
More details to follow.



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