

ISSUE 45

THE DEVICE

MAR 2019

DISPRO OWNERS ASSOCIATION NEWSLETTER



Photo: Robert Clipsham

At the Fall Workshop in October, Paul Dodington's opening comment was; "Ron Hill told me that when you are making a presentation the first thing to do is to be properly dressed"! Paul proceeded to explain in great detail the operation, set up and testing of Buzz Coils.



President's Letter • March 2019

Spring and summer await each and every Dispro member. You all are deserving of all the warmth and colours of Spring and Summer. Bring on all those Disappearing Propeller Boats! It won't be long before you will be cruising on the bay!

Building—our club continues to grow with over 10 new members. Welcome to each one of you. Please join in all our exciting events for 2019. Any questions, please call a member or me ...Ann at 519-755-1744.

Our first event is the Annual General Meeting at the Gravenhurst Opera House 11:00 am, Sunday April 28, 2019. Fill in the registration form enclosed today and send to our forever competent membership secretary Barb Dickson. Help her out! Some might even wish to join the ACBS Muskoka Boat Shop Tour on the Saturday. Mike Windsor can give you those details.

On the Water

UUMMT 42 – June 21-23: Pickerel River, Toronado Resort with Helen Byrne as our lead lady. She does not spare detail (many hours here). Your experience here will be outstanding. Lots of thanks to our special lady. Please inform resort of dinner Friday and Saturday night. See Report.

UUMMT 43 – JULY 20: Gloucester Pool. Gary Campaigne, lead man, will follow with details in the June Device.

UUMMT 44 – AUGUST 17: Chemong Lake, Peterborough. Terry Philpot and Ian Dickson (lead man) to provide details in June Device.

This past July we had a wonderful display of Dispros in and out of the water for the DOA display at ACBS Boat Show. Thanks to members Kerry Harmon, Karen Boyer, John Storey and Ian Dickson. We will be thanking these many volunteers again this year. Please add your name to the list.

The DOA Annual Regatta, is at Glen House Resort, Thousand Islands on September 6-8. This will be our 41st regatta—let's make this a great one! Karen Boyer/Kerry Harmon, your incoming 2019 president has spared no details to make this a superb event. We have listened to you our members both verbally and through survey results. You will be happy! Make sure you have completed the Dispro registration as well as the resort registration for this event. Please welcome enthusiastic new members and young members alike. See the Regatta Report.

Thank you also to our relentless volunteer Mary Storey and her team of Jim Onions, Kerry Harmon and Karen Boyer who have donated many volunteer hours this winter organizing archival materials that has resulted in some pretty amazing stories. Keep your eyes and ears open in this Device and at the AGM for their special surprises.

Thanks to Gary Campaigne for his continual upgrading of our DOA website. Sheila Burke, another ceaseless volunteer, wears many hats and she never stops working with the money. She has ordered more of our DOA mugs.

Mike Windsor provided us with fun and adventuresome 2018 UUMMTs, not to be forgotten.....thank you.

Robert Clipsham (1/2 secretary with Ian Dickson) keeps us in place as the expert in the universal "Roberts Rules"a big help for me!

Thanks again to our official sponsor Gord Laco and Epifanes.

And how would you ever get this unheard of (in this day and age) incredible DEVICE without talented Paul Jenner's enlistment of many hours. Thank you Paul.

And thank you my fellow executives and to each and every one of you members for making this a club to be proud of.

See you at the AGM !

Yours in Dippyland, **Ann Verth**



The Dispro Owners Association will be selling a booklet of stories about Dispros, their owners, their trips and their yarns.

Some of the content will come for various stories that are sitting in the various boxes in the Archives. However, we need your help by supplying more content. Tell us about your boat and how you acquired and made it sea-worthy. Tell us about an interesting trip you have taken in your Dispro. Tell us about some mechanical problem and or solution. Tell us about a Dispro club member as related to boating. Tell us about a club event that stands out in your mind.

Topics and ideas are unlimited. Don't be left out! See your name and story in print. Articles need to be sent to Mary Storey mstorey@cogeco.ca by April 30th. There is no limitation on the number of words, but we do not want you to write a book! If you have questions, please call **Mary at 705-684-9560**.

The finished booklet will be sold at the 2019 Regatta.

Membership 2019 Reminder

If I have not yet received your 2019 membership renewal payment you will find a second, hot pink, renewal form enclosed with this newsletter. Please return it to me, along with your payment, as soon as possible. If your payment is in the mail please disregard this notice. We don't want you to miss any Dispro information or events in 2019.

It appears that approximately 25% of our members have not supplied us with an e-mail address. We do not want to deluge you with e-mails, however, occasionally information is time sensitive or urgent and needs to be shared with members between mailings of the Device. If you wish to provide the club with an e-mail address, please forward it to me.

Registrations for the 2019 Regatta are continuing to arrive in my mailbox. In addition to booking your accommodations with Glen House Resort, please send along your club registration form and payment to me. The registration form, on green paper, came out with the fall Device.

Barb Dickson, Membership
ibdickson@cogeco.ca

≡ Dippy Vignettes ≡

The Beginnings of Victoria

We acquired a “new” dippy last fall. John and Happy Thompson’s beautiful 1920 Uncle Sam, Baisong, now sits in our boathouse awaiting her 99th spring. But this is not her story. Our acquaintanceship has been too short for any stories.... yet! This is about our first love Victoria, (now the Jenners’ Kathleen Constance) who came into our lives fifty years ago last fall.

November 11, 1968 was cold, but sunny. I was supposed to be attending law school lectures, but instead was on Lake Rosseau with Paul and Nora Dodington and Paul’s parents. We had come from Toronto to raise their dippys Pinafore and Wharerah for the winter. However, the calm lake and sunlight had lured us out for a final cruise before undertaking that melancholy job.

As usual we were nosing around the shoreline among the rocks. Just before we entered the channel behind Alfreda and Euphemia Islands, an overturned grey hull lying in the trees caught my eye. The lines were unmistakable and the keyhole shaped opening in the bottom confirmed her lineage.

We nosed Pinafore and Wharerah into the shore and had a look. The hull was pretty rough. Paul pointed out that it had been there as long as he could remember. But I was entranced! The engine and device were still in place and there was a jumble of seats and seat backs lying on the ground. I was sure that all that was needed was to turn her over, fill her with gas, and be off.

My fledgling legal skills were employed to discover who owned the property where she lay, and a phone call was made. When asked if she were for sale the property owners replied that they would happily pay to have her removed!

Next weekend found me crouched in the now-upright hull removing device, engine, muffler and anything else that would lighten her up. For we had concluded that she would not be going anywhere by water and would have to be dragged uphill some fifty yards to the nearest cottage road for loading onto a trailer.

My work was punctuated by frequent gunfire as it was now hunting season in that part of Muskoka. I realized with some alarm that the old fawn coloured duffel coat I was wearing was perhaps not the best colour I could have chosen. However, luck was with me, and her mechanical parts were piled into our Volkswagen beetle for the trip back to Toronto.

The next weekend Paul’s trusty 1950 Pontiac hauled his boat trailer over the now snow-covered roads up to the site. Nora and Elspeth were pressed into service, and the hull was moved for the first time since it had been dumped there by Ian Miller and his family (the original owners) many years before. Luckily for us the snow made the sliding easy, and Victoria was soon on her way to the house of my long-suffering parents in Toronto.

The first real inspection was a sobering experience. The deck varnish turned out to be just that, varnish with no wood underneath. The ribs were rotten. The seats were an ill

matched assortment from several boats. The device had a large piece missing where expanding ice had fractured the cast iron. The copper water jacket on the engine had suffered the same fate although it had blown up like a balloon rather than fracturing. However, the cypress planking seemed sound, so youthful idiocy and cussedness won out over common sense, and the restoration was begun.

The first job was the worst. We removed innumerable layers of lead based white paint by filling the hull with hot water and lye and sloshing it around with stiff brushes. This was done in my parents’ unheated garage on one of the coldest nights of the winter which didn’t make life any easier.

Castle Frank High School where Paul taught, unknowingly provided the machine shop required to rebuild the engine. Harry Knight a skilful Muskoka welder, somehow patched the gaping hole in the device. When spring and warmer weather arrived, I began the removal of the outside finishes by more conventional means and the endless detail work of picking the remaining interior paint from behind each rib.

By summer it was time to make her waterproof and structurally sound. I had no boatbuilding experience and here for once, Paul was in the same position. However, he had just finished the successful restorations of Pinafore and Wharerah, by sheathing them to the waterline in fibreglass.

So, following his example, I loaded up with Canadian Tire matting and polyester resin. I can already hear many tongues clicking in disapproval. All I can say in our defence is that we didn’t know what else to do, and fifty years later Wharerah and Victoria are still floating on their fibreglass bottoms.

Once the hull was rigid she rode back up the highway to Port Carling where Gordon Fairhall constructed a new deck and gunwales. Then it was back to Toronto once again for the installation of her newly restored mechanical components.

I spent the spring of 1970 varnishing. Then she was back on Highway 11 for the fourth time to return to Muskoka. We launched her on June 30, 1970 at Hanna Park in Port Carling, just downstream from the site of the Dis-Pro factory.

She got at least part of the way to her new home under her own power that first day. Luckily Pinafore was there to provide a tow when needed. However, as the summer wore on and I learned to read her moods, she became more and more reliable. I am proud to say that in the 32 years she spent with us the oars were never used.

She was soon a proud member of the annual Georgian Bay Misery Tour flotilla where she sported a navy top modeled on the one used by Tassey and Scott on their 1919 sales trip in the Kawarthas. You can see the original of that top on page 59 of “The Greatest Little Motor Boat Afloat” and our interpretation on the cover of that invaluable book. Victoria is furthest from the camera, lying at rest with her frequent companions Pinafore, and Ron Hill’s Fisher, at Dippy Lagoon in the Outer Fox islands.

As babies, our daughters were often lulled to sleep by the steady putting of her motor on evening cruises. And as the years went by, there were not many nooks or crannies of the Muskoka lakes into which she had not poked her nose.

We traded her in on a Duke Playmate in 2001. Doubling our cruising speed and range, seemed like the right idea at the time. However, eighteen years later we are not so sure. Did I say we had acquired dippy last fall...?

Tom Wood



From the Archives

Member Mark Jermyn kindly donated a number of photos to the DOA archives. These two images show activity around the Disappearing Propeller Boat factory and warehouse.

A Waterford model is pulling a scow loaded with two Dispros, set in cradles. Are they new or are they older models in for repair? They appear to have some lighter toned planks which may mean they have been newly fitted. Another Dispro is docked at the back of the warehouse.

The inset photo is interesting. It shows four men, probably factory workers, perhaps putting a moving Dispro through some sort of stability test. With the rudder out of the water, they are definitely not testing for steering control.

The dates are no known but if any members can shed more light on these images, please feel free to contact me and I will publish in the Device.

Paul Jenner



DOA Workshop • October 27, 2018

This fun and informative day was held at the Muskoka Heritage Centre. Concurrent sessions were held on the main floor and upstairs, the workshop was organized by Ian Dickson and moderated by Robert Clipsham and Mary Storey. DOA President Ann Verth opened the workshop at 10:00AM with a warm welcome to the 47 participants.

Main Floor Edition:

Gord Laco – Refinishing

Gord used the first 20 minutes to explain the Epifanes products that can be used to provide a wide range of refinishing and varnishing options for our projects. Then he carried out a very worthwhile question and answer session. He is interested in assisting us with our projects and invited us to call him any time that we have questions.

Paul Doddington – The ‘Buzz Coil’ and it’s Operation

We were presented with a very informative working session by a very engaging presenter! We gathered around four tables, each with a buzz coil and the required tools that had been provided by Ian. Paul then took us through the procedures to confirm the technical details of the condenser using his metering equipment and how to correctly set up the buzzer.



Photo: Mary Storey

Upstairs Edition:

Carol Southcomb – Organizing and Downsizing one’s Home

Carol is the former owner of Down Sizing Diva franchise. She shared many tips of how to sort through your belongings and determine what is valuable and what is not, as well as what to keep and what to dispose of and where to take items from your home that you no longer need. A lively discussion and ideas from the participants ensued.

Paul Gockel – Knife sharpening

Paul explained the sharpening devices that are available and how to carry out the sharpening.

Lunch was enjoyed by all participants



Main floor Edition:

Kerry Harmon – The motor and how it works

Kerry ably presented an understanding of the functioning of both two stroke and four stroke engines. A cutaway model was used to demonstrate the intricacies of motor operation.

Paul Gockel – Tool Sharpening

Paul provided handouts with detailed diagrams and procedures for sharpening chisels and twist drills. Using his powered grinding wheel he made true a knicked chisel and then expertly showed us how to sharpen it along with the drill.

Ron Scott and John Storey – “George” the restoration

John and Ron gave a slide presentation describing the restoration of a 1929 Lindsay Dispro named George. The late Ron Hill had rescued George and three other Dispros from a boathouse on Lang Lake many years ago. George needed a lot of work since a tree had fallen on the starboard side crushing it and the engine was missing.



Photos: Mary Storey

In 2015, the volunteer group at Heritage Boat Works in Gravenhurst undertook the job after Ron Hill donated the boat. New ribs, decking and gunwales were installed. Outer planks were replaced and repaired where needed and a new stem piece was added. All new cypress floor sections were made as well as a new stern seat.

A 3-hp Caron engine was found, rebuilt and fitted to the new drive shaft with a newly cast 3-blade propeller. George, now owned by member Ron Scott, was launched at Pointe au Baril on August 18th to celebrate Ron Hill's passion for exploring Georgian Bay in a Dispro.



Ron Scott in George with the Caron engine on full display.

Upstairs Edition:

During the afternoon the participants visited shops and galleries in Gravenhurst. At 4:00PM our appreciation was expressed to the presenters. We all enjoyed this interesting and informative workshop.

Upcoming Events in 2019

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. Apr. 28 – AGM at the Gravenhurst Opera House

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 Mary Storey by Friday April 19.**

Sat. June 22 – UUMMT 42 – Pickerel River – Helen Byrne

10 am Launching, docking, and parking will take place at the Tornado Resort. It is situated on the north side of the river and is reached by driving approximately 40km East on Hwy 522. This Hwy 522 runs from 400/169 east to the resort. The intersection of Hwy 400/169 and Hwy 522 is north of Key River and south of the French River.

The UUMMT is a one day event, leaving the Resort at 10am. However if you are planning on being there before or after Saturday and wish to have breakfast or dinner at the resort you must phone and book your meal or meals by June 5th. Also there is ample opportunity for having impromptu adventures going downstream from the Tornado with others in the group, since many club members have booked units for two or more nights accommodation at the Tornado Resort.

In our investigation of this locale by visiting, boating, residing at and dining there, it seemed to be an ideal choice. This was confirmed by others who had been there on previous Dippy excursions.

Please join us for at least the Saturday jaunt. It will be a safe, pleasant, gentle and relaxing day. Remember though that mid June can bring black flies, rain, and cool river water. There is no store nearby; Port Loring on Hwy 522 is about 10 km east of Tornado. Bring and wear your PFDs for the sake of you and your crews well being, for the sake of solidarity, for the sake of supporting the club and the organizers, and for the simple need of common sense. Hope to see a lot of you there, **Helen.**

Sat. July 6 – ACBS Summer Boat Show – Muskoka Wharf, Gravenhurst

Sat. July 20 – UUMMT 43 – Gloucester Pool – Gary Campaigne

Details to follow in the June Device.

Sat. Aug. 17 – UUMMT 44 – Chemong Lake – Ian Dickson/Terry Philpot

Details to follow in the June Device.

Sept. 6-8 – DOA Annual Regatta – Glen House Resort, Thousand Islands

More details to follow in upcoming issues of the Device.

To buzz, or not to buzz: that is the question ...



Photo: Mary Storey

This photo of Paul Dodington from the Fall Workshop makes me think of Shakespeare's Hamlet. It brings to mind the scene where Hamlet holds a skull before him and says, "Alas poor Yorick!" . . . In fact, in Hamlet's other famous soliloquy that begins with "To be, or not to be: that is the question", Shakespeare goes on to write "when we have shuffled of this mortal coil". Of course it's all out of context and means something completely different, but interesting. Please excuse my ramblings.

Paul Jenner



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