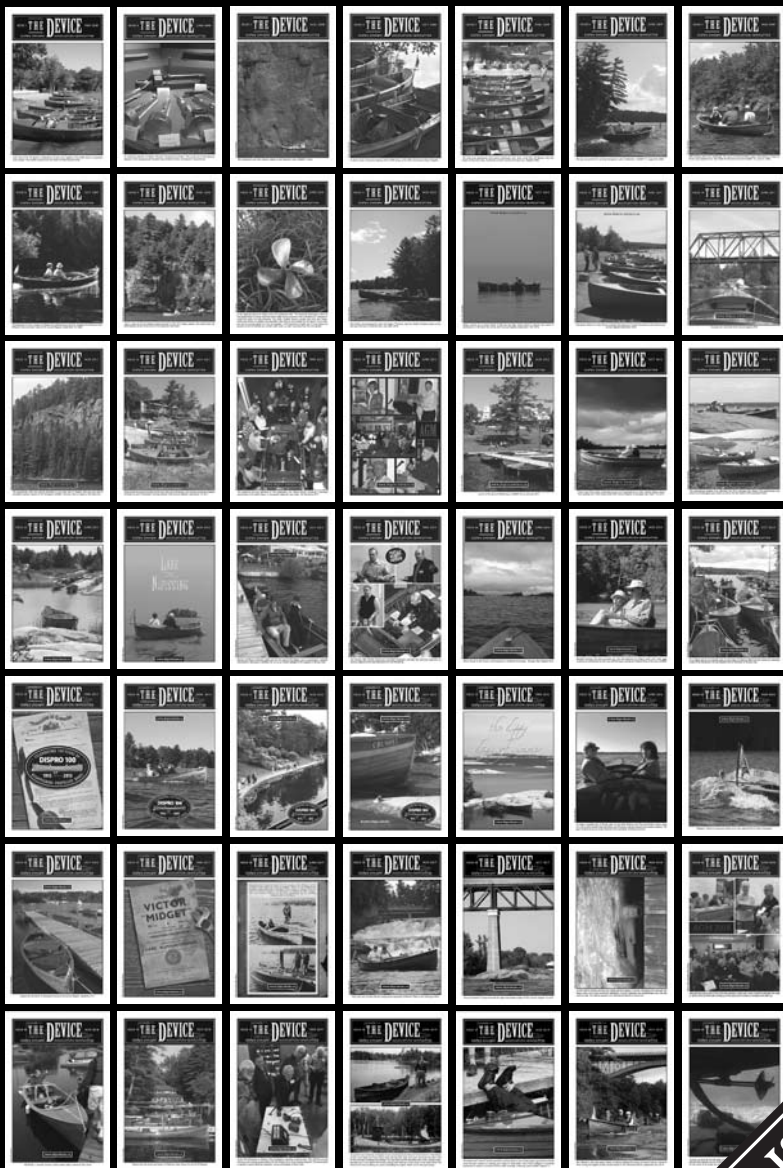


ISSUE 50

THE DEVICE

MAY 2020

DISPRO OWNERS ASSOCIATION NEWSLETTER



50th ISSUE



President's Letter • May 2020

Dear Members,

You are receiving this 50th edition of The Device earlier than usual to help keep you informed. We know some of you had to hastily (and reluctantly) shorten your winter vacations, so we do hope you are feeling healthy and safe at home. Our letter in the March issue was to be our farewell as the routine is to pass the Corroded Connection to in-coming Presidents Ian Dickson and Robert Clipsham at the April AGM. However, this pandemic follows no timeline or boundaries.

And as you know, the DOA is not immune; first, with the postponement of the AGM and now, we have to announce rescheduling of the 2020 UUMMTs and Regatta to next year. Your Executive Team has researched and discussed safety considerations and options and has made this disappointing but necessary decision. We will continue to work together and plan future events for when it is prudent for us to be together. Until such time as an AGM can be held, the elected members of the executive will continue in their current positions, with the welcome addition of Jim Butler as a non-voting member and future Secretary.

Why postpone the Regatta? Public health officials warn that it may not be advisable to resume social gatherings for some indefinite future time. Even if the ban is lifted before September, would you feel safe attending given most of us are in the high risk age group? As those of you know who have had the experience, planning a Regatta takes considerable time, effort and expense much in advance. Given all these considerations, the decision was made to reschedule for the health and safety of all. We can happily announce that plans are already in place for the 2021 Regatta at Grand Tappattoo Resort, Otter Lake near Parry Sound and you can look forward to more events as this situation allows us to confirm them.

In the meantime, there are lots of projects to keep us busy here in the Boyer/Harmon household. First, the tongue on the boat trailer was fitted with a hinged extension to make launching easier yet still fit in the garage annex. This year's project involved extending the trailer by 5 feet to better support the stern, fitting 4 additional rollers, relocating the winch and rewiring and fitting new lights. All of this has kept Kerry from messing with the engine, so it should start and run this spring, as well as it did last fall – something that hasn't happened in the last 4 or 5 years. Next on the list is the installation of a bilge pump which has been lying on a tool box for the past 2 years.

Enjoyment of and respect for historical items goes beyond our Dippy. Karen has a passion for weaving and spinning with all the assorted equipment, tools and materials. Two of the dozen or so spinning wheels are over 150 years old and both in working condition. The looms are not quite that ancient, but the basic design hasn't changed in almost 100 years – just like our Dippies. Kerry tinkers with vintage motorcycles and is restoring a Moto Guzzi and a Honda, both from the 1970s – a bit easier to source original parts than for our 1950 Greavette.

The ice went out in our bay on April 7 at 4:35 pm. We watched as the last sheets literally dissolved before our eyes. At this point water levels on Lake Muskoka seem normal and we hope to be spared a repeat of last spring's flooding disaster.

During this tragic and unprecedented time, may you be the recipient of random acts of kindness and also be able to pass it forward. Now more than ever, Past President Gavin Brown's mantra "Let a smile be your other device" is so relevant. Please stay safe and enjoy Dippy tripping on your favourite waterways this season.

Karen and Kerry

BULLETIN BOARD



Information Updates

For all the latest information
please check the DOA Website
frequently for updates –

www.disproboats.ca/events

Thank you **Gary Campaigne**
for keeping us informed.

Upcoming Event in 2021

September 11-13, 2021
42nd Annual Regatta

Grand Tappattoo Resort, on beautiful Otter Lake near Parry Sound. Lots of deep bays and islands to explore. Fun for all, to make up for having to reschedule 2020 events. And it will be Auction Year! Details to follow.

Cancel Existing Reservations

Please call Cozy Cabins, Big Moose, and/or Suites of Callander and Severn Lodge for individual cancellation and refund as **SOON AS POSSIBLE**. A phone call and written notification would be advised.

2020 Membership Renewal

The second renewal notices have been mailed out. If you received a hot pink letter, please return it with your remittance, as soon as possible. This will ensure that you will not miss a single issue of the Device and you will be included in the upcoming Directory. The 2020 Directory will be sent out with the next issue of the Device.

Barb Dickson, Membership
ibdickson@cogeco.ca

Women of the DOA

Ladies, are you interested in a workshop(s) to learn about and feel more confident with the operation of your boat? Possible topics could include:

- **Backing up a trailer • Docking • Navigating •**
- **Starting the engine • Boat License qualifications •**

Please contact **Karen Boyer** to express your interest and share other topics you would like to explore.

705.645.9513 (Bracebridge) –
krboyer@vianet.ca

Thank You

Thank you to the 2020 organizers. Your efforts are very much appreciated even though the events are rescheduled. Regatta: **Ian and Barb Dickson** and **Robert Clipsham and Pamela Gibson**. UUMMTs: **Ann Verth, Cynthia and Eric Luks, Paul Gockel and Beth Guy** and **Mike Windsor**. These locations are being considered for the future.

Bruce Philips from Buffalo passed away recently. Although relatively new to Dispros, Bruce had been very involved in wooden boating for many years. Bruce loved people, was a marvellous story teller and engaged in life to the fullest. He and his family attended several Dispro events and he was the biggest supporter of our Dispro mug and glassware initiative a couple of years ago. Bruce also donated the Philips trophy to the club. It was given out to the fastest Dispro in races held at past regattas.

Peggy Skinner, wife of Bob Skinner passed away just after Easter. Peggy was a wonderfully kind, patient woman who enjoyed the friendships and comraderie of the DOA and often joined Bob at our AGMs and other club events. For many years she delighted in spending summers at Arundel Lodge on Lake Muskoka, swimming, visiting with friends and family and playing many games of cards.

The club extends our sympathy to the families of both Bruce and Peg.

Submitted by **Barb Dickson**

Safe Quiet Lakes — Share the Lakes Award

This volunteer run, Muskoka Lakes-based organization has been educating boaters since 2011. Late autumn 2019, there was a call for nominations for a “Share the Lakes” Award. “This award recognizes an individual or organization whose energy and initiatives have resulted in significant, sustainable action that protects and ensures safe, quiet and respectful boating practices so that current and future generations can continue to enjoy the unique and peaceful environment of the Muskoka Lakes.”

To answer why this candidate deserves the award, Kerry and I wrote:

Minimal wake and quiet cruising at a relaxed pace are some of the environmentally conscious and sustainable attributes of the Disappearing Propeller Boat, also known as a Dispro or Dippy. Invented by Billy Johnston and originally built by his company in Port Carling beginning in 1915, about 300 boats are known to still exist. The Dispro Owners Association, organized in 1979, with over 400 members, is committed to the preservation and promotion of this aspect of Muskoka history through boating events for members and interested persons. The DOA is being nominated as an Innovator, not of modern technology, but of responsibly restoring and reusing these quiet historic vessels in a safe and respectful manner.

Dispros have displacement hulls, with a speed of about 10KMH, producing very little wake. Their efficient hulls only require about one horsepower to propel them at speed and are fitted with simple one or two cylinder engines. They have quite a unique putt-putt sound which is inoffensive and efficiently only uses about one litre of fuel per hour! In addition, the safety initiative of the club has gone from 10% boaters wearing PDFs to 80% wearing PDFs. A truly Safe, Quiet Lake candidate with a long history of respectful use on the Muskoka Lakes and beyond.

In February, Frances Carmichael, Chair, Safe Quiet Lakes wrote, “Thank you so much for your nomination of the Dispro Owners Association for the 2020 Share the Lakes Award. The Dispro Owners Association is certainly a deserving candidate! Choosing the final recipient was challenging. We will be awarding the Award to another candidate. We will keep your nomination of the Dispro Owners Association on file for 2021.”

Karen Boyer & Kerry Harmon

A Dispro Called Waterbug

Cameron Peck was a wealthy Chicago businessman who had a fascination for collections. As a Muskoka cottager, on Lake of Bays, he had an extensive collection of boats; everything from steamboats such as *Naiad*, *Wanda III* and *Phoebe* to race boats such as *Whippet*, *Dix*, *B IV* and *Altair*, many of which are still on the lakes today.

His collection also included a Disappearing Propellor Boat. We know very little about this boat, but it was labelled as a 1920's and called *Waterbug*.



In the early 1950s, Mr. Peck's collection of at least 50 boats were sold at auction at Baysville, ON. The description in the auction flyer reads: “Dis-Pro –19 ½ ft. with one-cylinder St. Lawrence engine, pull start. These boats are too well known to need further description. It is in good condition.”

It would be interesting to know if this boat still exists today.

Mary Storey

Jim and Jen's Mail Route

Reviewed by **Karen Boyer**

For some time, I had noticed DOA member Tony Martin's advertisement for his children's book in the Dispro Trader and was intrigued, finally placing an order. This original work of fiction with beautiful illustrations by Tony's daughter Michele Martin takes place in the Muskoka Lakes and Georgian Bay cottage country during the late 1940s to 1960s. The engaging, young, main characters, Jim and Jen, piloting a Dippy, are equally matched for their boating skills and sense of adventure, making the book appropriate for both male and female readers. The story line moves along introducing both challenging and humorous situations.



\$15 plus postage. To order your copy, please contact **Tony Martin** at 519-822-6312 or jamartin3538@gmail.com

The Dippy Doctor Sez:

By Paul Dodington

Photo: Paul Jenner

Part 2: Checking Engine Compression

There are 3 essential factors that work together to make a Dippy engine or any other internal combustion engine run. They are (1) compression (2) ignition (3) carburetion. In this article we're going to discuss only one of these topics, compression. I've chosen this because it is the easiest to check, but often the most difficult to do anything about, should it be found deficient.

If your engine won't start, make sure the ignition switch is off, or spark plug wire removed to avoid an accidental start-up, which could ruin your day, especially if your flywheel is equipped with a ring gear. Grab the flywheel and rotate it fairly quickly in its normal direction of rotation. Copper jacket, Caron, St. Lawrence and Coventry Victor engines should show resistance once every 360 degree revolution. If the compression is good, the flywheel will bounce back against compression. (Twin cylinder copper jacket engines should show resistance every 180 degrees.)

Some folks will ask, "Yes, but if I use a compression gauge, how many P.S.I. should I expect?" My reply would be that a compression gauge is better for comparing readings between cylinders on a multi-cylinder engine to see whether one camel is lagging and slowing the others down. Besides, I don't know anyone whose Dippy tool box contains a compression gauge. What matters most in a Dippy engine is the quality of the "bounce". You are using your senses here. You are remembering how the compression normally feels when the sky is blue, the weather is warm and pleasant and God is in his heaven. You took a little time back then to learn these things, back when the engine was working fine.

As you hold the flywheel against compression, how long does it hold? Does it resist for a long time or does it leak down rapidly? If it only resists for a second or two, that's probably not good enough. But if the engine is in excellent shape, you may be able to hold the flywheel against compression for up to 30 seconds or even longer.

However, don't panic and assume you're in for an expensive mechanical overhaul until you try this old-fashioned trick: Put a teaspoon or two of motor oil inside the cylinder either through the priming cup or through the spark plug hole. This will help to seal compression leaks around worn or dry piston rings. Often, in the process of trying to start a cantankerous engine, the cylinder becomes flooded with excess gasoline, which washes oil off the cylinder wall, allowing compression to escape past the piston rings. Oil is an essential part of sealing the tiny clearances between the piston rings and the piston. Many an engine, particularly Carons which have a very low compression ratio anyway, has been brought back to life using this technique.

If your boat is equipped with a 4 stroke Coventry Victor engine, you might have an additional source of compression leaks, particularly if the engine has not been run for several months, and especially if a shoddy job of winterizing was done last fall: you may have a stuck or leaky intake or exhaust valve. In this case, oil inserted into the cylinder has no effect in improving the "bounce", but before you go hog wild and remove the cylinder head remember that major surgery is to be avoided at all times. Simply remove the value cover over #2 cylinder and watch whether the valves are moving up and down as the engine is cranked over.

Usually, a stuck or sluggish valve can be fixed by the application of a few squirts of penetrating oil where the valve enters the valve guide, visible inside the valve spring. Try rotating the valve back and forth with an open end 7/16 " wrench on the adjustment nut at the end of the valve. The combination of penetrating oil and rotation will often solve the problem, making cylinder head removal unnecessary, unless the valve is hopelessly rusted into its guide. Thank goodness, most valve sticking problems on C.V. engines occur on #2 cylinder exhaust valve so it is normally unnecessary to remove the starting motor to access the valves on #1.

Engines with removable cylinder heads, i.e. St. Lawrence and Coventry Victor could also have leaky or blown head gaskets, but this condition is so rare that it's beyond the scope of this treatise.

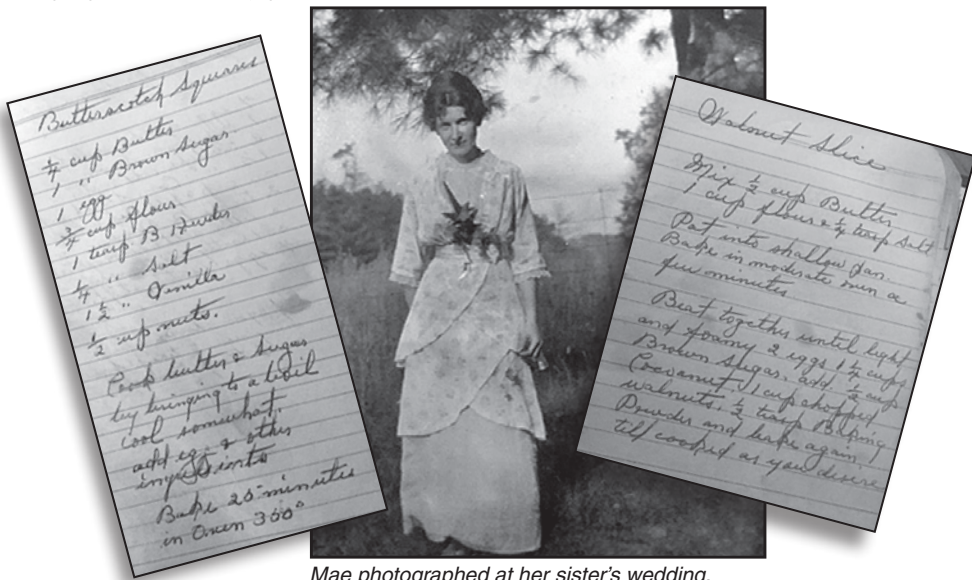
While we're on the subject of compression leaks, listen carefully for hissing noises as you're turning the flywheel. One common source of leaks on copper jacket engines often overlooked is the brass priming cup on the port side of the cylinder. The problem arises when the bronze compression spring becomes fried and loses its tension, allowing the tapered valve arm to become loose, with a huge loss of engine compression. Often the whole unit has a burnt appearance, caused by escape of red-hot combustion gases. Sometimes the failure of the valve is due to operator neglect; not properly closing the valve after priming. And I have seen several cases where the control rod is too close to the wooden seat bottom, and when a passenger of, shall we say, ample proportions sits on the "fumble seat", it bends down, hits the control rod and partially opens the valve. As Dave Stringer would say, "It's a ... feature". Of course, the repair is to simply remove the collapsed spring from the valve, and jam a screwdriver between the coils to stretch them back to a semblance of their original shape.

So to sum up, remember always to use your senses. The compression is probably OK if you can "bounce" the flywheel against compression. But if it turns easily, the engine will never start. If the bounce is feeble, or hissing sounds occur, try some of the suggestions described above. Most importantly, do not lose your cool and inflict anger marks on your engine. Elder abuse is not to be tolerated. You may feel relieved temporarily, but the feeling soon subsides.

Next time: checking ignition.

Auntie Mae Johnston's Recipes

During this time when we are all advised to stay home, there seems to be a lot of home baking going on. For the bakers among us, here are two goodies to try from a recipe book belonging to Billy Johnston's wife, Auntie Mae Johnston, kindly provided by Cynthia Luks. Enjoy!



Mae photographed at her sister's wedding.

Auntie Mae Johnston's Butterscotch Squares

1/4 cup butter
1 cup brown sugar
1 egg, beaten
3/4 cup flour
1 tsp baking powder
1/4 tsp salt
1 1/2 tsp vanilla
1/2 cup nuts (optional)

Cook butter and brown sugar by bringing to a boil while stirring constantly. Cool somewhat. Add egg. Add dry ingredients mixed together. Add vanilla and nuts if desired. Pour into a greased 8" x 8" pan. Bake for 20 minutes in 350F oven.

Auntie Mae's Walnut Slices

1/2 cup butter, softened
1 cup all purpose flour
1/4 tsp salt
2 eggs, beaten
1 cup brown sugar, packed
1/2 cup shredded coconut
1 cup chopped walnuts
1/2 tsp baking powder

Preheat oven to 350F. Using a pastry blender, blend together butter, flour and salt and pat into an 8"x8" baking pan. Bake at 350F for 18-20 mins. or until lightly browned. Beat together eggs and brown sugar until light and foamy. Stir in coconut, chopped walnuts and baking powder and pour over the crust. Bake for an additional 13 min. or until lightly browned. Cut into slices or squares.

These were one of the goodies served at the 100th anniversary celebration of the patenting of the Device.

The Johnstons

*This article is one of many boatbuilder stories that will be published in an upcoming book, **Vintage Boat Builders of Muskoka and Ontario**, by Gerry Hatherley. Available in late fall 2020 at Muskoka Discovery Centre, Gravenhurst.*

The Johnston family played an important role in establishing the village of Port Carling, as well as the boat building industry that flourished there. Two men in particular, an uncle and his nephew, were especially influential in this, founding four different boat businesses between them.

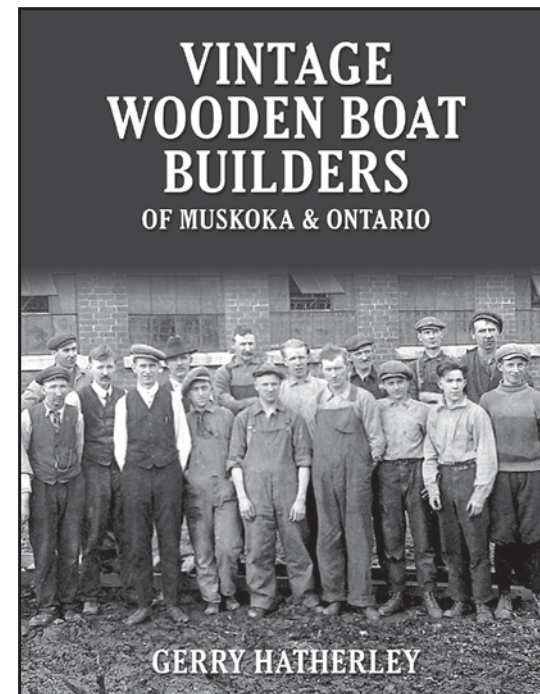
W.J. Johnston Sr.

After immigrating to Canada from Ireland around 1850, Benjamin Hardcastle Johnston (1814-97) moved about a decade later to the sparsely-populated region between Lake Muskoka and Lake Rosseau. His family included four young sons, all born since his arrival in Canada. Johnston was an early advocate for the building of the locks between the two lakes, and he became the village's first postmaster in 1868. As such, he had the privilege of choosing a name for the place, which he did in honour of John Carling, the Ontario Public Works minister. In 1869, after purchasing a large parcel of land on the point south of the cut, Johnston put up a new post office there.

At this time, Johnston's oldest son, William Joseph, was trying his hand at building boats, first a dugout canoe and later skiffs. Since he had no real training in the craft, his early boats were crude, but they could still be put to good use in an area where water travel was essential and boats were scarce. Soon, he began renting them out to both residents and summer visitors. Port Carling was the perfect place for a livery business, since the locks made it an important transit point, "the hub of the lakes." Johnston set up his boathouse right beside the locks, where it was impossible to miss.

By 1888, W.J. Johnston had built a house for his wife and himself to live in, conveniently located just below the locks. Beside it was a large boathouse, which became his main workshop. In the early years, he was assisted by his wife's brother, Jack Trouten, but in 1892 he hired John Matheson to work for him. This was a turning point for the business, since Matheson was a skilled boat builder and his presence enabled Johnston's shop to turn out better and more varied types of boat. By the mid-1890s, they were making sailing dinghies, a popular recreational craft, and they opened another livery location at Windermere, which was run by Matheson during the summer months.

cont'd . . .



New Blood

In 1900, William's nephew Billy joined the business. This enabled Johnston to open a third boathouse at Port Sandfield, which Billy managed. The livery fleet at this time numbered about three hundred, but they were not yet building powered boats. This changed in 1904, when the crew went to work on a pair of 26-foot launches named *Dreadnaught* and *Fearnaught*. These were meant to be used as taxi boats, and they featured bench seats along the sides and were powered by a three-cylinder Ferro engine. (The boat in the "Ferro half planked" photo is probably one of these.)

Young Billy Johnston undoubtedly benefitted from working alongside John Matheson, and he soon became a skilled boat builder. In 1906, Billy built a launch named *Hummingbird* while at the Sandfield livery. Apparently, he did this on his own and during his off-hours, since the normal routine was to work on boats in Port Carling during the winter. Over the next few years, he built two more boats with the same name, *Hummingbird III* going to J.R.C. Hodgson, his future Dispro partner. Sometime in the early 1910s, he also tried his hand at building a speedboat, which was called *Bluebird*. In November of 1910, Young Billy became an equal partner in his uncle's business. This may have been the result of John Matheson leaving earlier that year, which probably required Billy to take on more responsibilities.

The Johnston livery/boat building operation carried on much as before until 1915, when Billy became involved with the Disappearing Propeller Boat. After building a small number of prototypes that summer, in 1916 a new company was formed, and they began producing Dispros at the existing Johnston workshop. At this point, the old business was dissolved, and its assets sold to the new one, and Uncle Billy retired from boat building.

Young Billy, on the other hand, was busier than ever. He was now the construction supervisor for the Dispro factory, which was much bigger than the previous Johnston boatworks and growing steadily. The Disappearing Propeller Boat Company enjoyed almost a decade of success before it had to declare bankruptcy, and Johnston finally left in the spring of 1925. Soon after, he joined with some other former employees to start a new business, the Port Carling Boat Works. Serving as factory superintendent and company president, he stayed there for four years before deciding to leave in 1929. (For more on Johnston's time with these two companies, please refer to the separate articles in Part I.)

Johnston the Independent

Unlike the Dispro company, the Port Carling Boat Works was not in any financial difficulty, and Billy Johnston was not forced to leave. Still, he seems to have grown tired of being part of a large organization, preferring to be independent. At this time, he had the opportunity to buy the main building of the former Dispro factory, an ideal place for him to set up shop, since it was conveniently located next to his new house. His first task was to have the three-storey building reduced to one floor, a more manageable space for his needs.

A newspaper account from May of 1930 notes that Johnston had five 21-foot boats ready for launching. This was a relatively high number for his small operation—he normally only had one assistant—but the boats were probably of similar design. Many of Johnston's early launches bear a strong resemblance to Seabirds of the time, featuring a triple cockpit layout with the driver in the centre. Before long, however, he switched to forward-drive boats, as most other builders were doing.

Building boats of his own design, Johnston typically produced only a couple of motorboats a year, but he also made a variety of small craft, including sailboats and skiffs. His launches and runabouts were usually on the smaller side, ranging from

18- to 25-foot. There were exceptions, though, like the 27-foot triple-cockpit runabout named *Gatsby*, built in 1940. Another notable Johnston boat is *Scherzo*, built for racer Harry Greening from a John Hacker design. Small but fast, this 20-footer seats only two people, and it features a lapstrake hull with a one-step planing bottom. To save weight, the boat's topside was made from a thin, canvas-covered veneer instead of the usual mahogany planking. This gives it a distinctive appearance, since the decks are brightly coloured (originally an off-white, but now turquoise).

During the war, Johnston took on more staff in order to fulfill a contract for the military. Limited to smaller craft, the shop turned out fifty 26-foot whalers (large rowboats) and eight 25-foot cutters for the Canadian navy. Afterwards, Johnston went back to building recreational boats, continuing until 1956, when he retired at the age of 75.

Biography – W.J. Johnston 1851–1935

William Joseph Johnston was born on March 8, 1851, in London, Ontario. The family moved to Port Carling when he was in his teens. He later acquired the nickname "Billy Wagtail" due to his habit of wearing a swallow-tail coat. William was married to Clarinda Trouton on Nov. 19, 1889, and their daughter Sarah Olivia was born the following October. Sadly, in December of 1892, Clarinda died in childbirth along with their second child.

As the eldest son of Benjamin Hardcastle Johnston, he inherited a large amount of property near the locks, which was later used for various family purposes. These included the waterfront site of the Dispro factory, and above it Young Billy's house; the Port Carling Garage, which was run by his son-in-law Bill Massey; and Norma's Lunch, a restaurant adjacent to the bridge, which was run by Massey's daughter. "Uncle Billy" died on Jan. 6, 1935, of pneumonia and was buried in Port Carling Cemetery.

Biography – William J. Johnston 1881–1968

Born on February 11, 1881, William James Johnston grew up on a farm northwest of Port Carling, which had been settled by his parents, Robert Hardcastle and Ismay (James) Johnston. (They later turned their home into Shamrock Lodge, still operating today.) Billy was the second of five brothers, and he began working in his uncle's boat business while still in his teens. Despite the fact that they're not father and son, and their middle names differ, the two Johnstons are often referred to as "Sr." and "Jr."

Billy Johnston was extremely hard-working, which might explain why he remained a bachelor until the age of forty-three. He married Mary "Mae" Sands on December 15, 1924, not long after the Dispro factory closed. As the story goes, in order to get permission, Billy first had to build Mae a house. It's a wonder how he found time to do this while his business was in turmoil. A large brick house, it was built on the hill just above the factory, which was handy when Billy took it over as his shop.

In later years, "Young Billy" ironically became "Uncle Billy" himself and his wife "Auntie Mae." Although the couple had no children of their own, they had plenty of relatives in town and were well-liked by all. Billy Johnston passed away on Feb. 25, 1968 and was buried in Port Carling Cemetery.

Gerry Hatherley, volunteer at Muskoka Discovery Centre





Length, 18 1/2 ft.
Beam, 4 ft. 8 in.
Depth, 18 1/2 in.

Uncle Sam Model

Aluminum slipcocking. Buholzer splash boards.
F.O.B. Port Carling, Ont., unladen, \$319.00.
Weight 425 lbs., seated 150 lbs., complete.
Equipped with 14-hp. motor, 24HP. Waterman Ks, \$475.00.

Speed 15 miles per hour
15 to 20 miles per
gallon (average)
15 1/2 HP. "Banglefish"
Engine
Weight 24 lbs.



Length, 16 1/2 ft.
Beam, 4 ft. 10 in.
Depth, 1 ft. 7 1/2 in.

Water-Ford Model

Buholzer splash boards.
F.O.B. Port Carling, Ont., Muskoka Lakes, \$175.00.
Weight 300 lbs., seated 40 lbs.

Speed 15 1/2 miles per hour
15 to 20 miles per
gallon (average)
15 1/2 HP. "Banglefish"
Engine
Weight 24 lbs.



Length, 16 1/2 ft.
Beam, 4 ft. 11 in.
Depth, 1 ft. 8 in.

John Bull Model

Buholzer splash boards.
F.O.B. Port Carling, Ont., unladen, \$315.00.
Weight 400 lbs., seated 150 lbs., complete.
Equipped with 14-hp. motor, 24HP. Waterman Ks, \$425.00.
The film is Buque, which is a big powerboat.

Speed 15 miles per hour
15 to 20 miles per
gallon (average)
15 1/2 HP. "Banglefish"
Engine
Weight 24 lbs.

Canoes as shown in this ad are supplied for all models, in glass, aluminum, etc., in a variety of patterns and colors. Also tapestries are supplied in fabric or nylon, in 100% duck, being specially ordered and guaranteed waterproof. These are extra, and prices will be quoted on request.

"I am a member of a club of 250 people who own Dippies. With our Dippies, we travel the province for meetings with 25 to 35 boats in attendance. I tested the seaworthiness of my Dippy during a storm on Georgian Bay."

Jim is a great ambassador for our club and our boats. Thanks, Jim.

Mary Storey

SmallBoats Magazine

If you would enjoy writing about it, then Editor Christopher Cunningham of Small Boats magazine wants to hear from you. This is a monthly digital publication from WoodenBoat. He welcomes narratives and Reader Built Boat submissions from Dispro owners.

Contact:

chris.cunningham@woodenboat.com for contributor guidelines.



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

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