

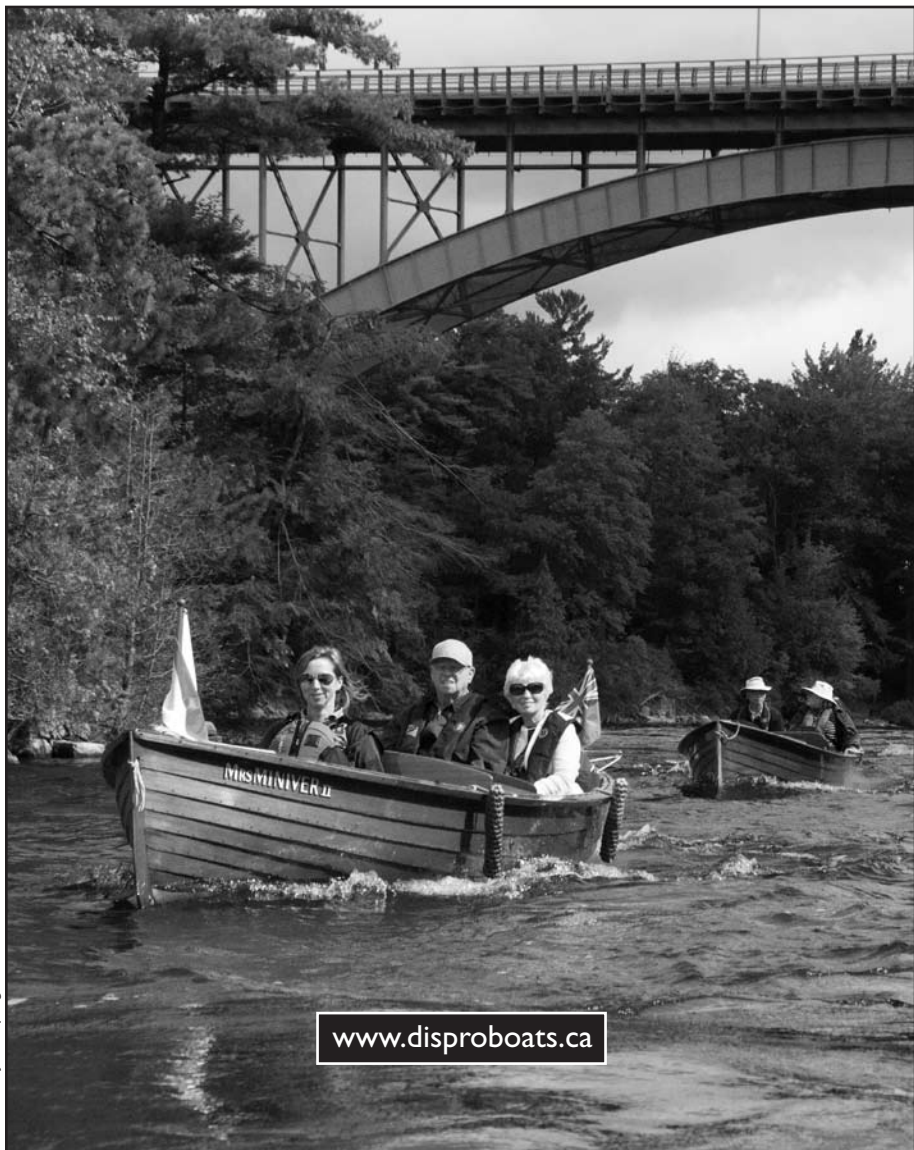
ISSUE 48

THE DEVICE

OCT 2019

DISPRO OWNERS

ASSOCIATION NEWSLETTER



www.disproboats.ca

Photo: Gary Campaigne

Mrs. Miniver II and crew lead a flotilla of Dispros battling the strong currents of the St. Lawrence River during the regatta at Glen House Resort in the Thousand Islands, September 6-8, 2019.



Presidents' Letter • October 2019

The quiet, calm of autumn has descended and with it the time to reflect on all the successful 2019 club events. Planning of course is already well underway for the 2020 AGM, UUMMTs and the 42nd Regatta - many minds, hands and hearts working together!

Since the Regatta, we have been cruising on weekday afternoons, exploring some of the out of the way lakes, including Otter, the planned site for the 2021 Regatta, and Kawagama where we had a short UUMMT a year ago. The beginning of that UUMMT was shortened by weather and T's Delight suffered engine issues on the return leg from lunch. Fortunately, George and Betty Piper in Putt Putt noticed that our bow wave was intermittent and towed us back to the marina.

In late September we again returned to Kawagama and on our second visit, Ts Delight began misbehaving, but it was such a lovely afternoon we continued coaxing her along until a large rain cloud appeared. The skies opened up and she stopped running. More coaxing and a very tense ride managed to get us back to the marina, cold and wet. It could be that the boat and weather were telling us that it was time to end the season, but perhaps Kawagama Lake is just our nemesis. We will test this theory in the spring.

May fond memories of your dippy experiences, pleasant and quirky, carry you through until spring. Karen and Kerry

Kerry Harmon & Karen Boyer

Future Regatta Selection Criteria

In January, the Future Regatta Research Committee composed of Mary Storey, Sheila Burk, Kerry Harmon and Karen Boyer, divided up a list of 10 resorts and investigated their potential. After obtaining many details, only one met the criteria. Subsequently, one other was successfully added to the list and another two have potential. But you get the picture that regatta sites are becoming scarcer.

So, what criteria makes for a successful regatta?

- Boating, Mooring/Docking, Launch Ramp and Boat Trailer Parking. Are there interesting and appropriate water routes to navigate? Can up to 30 dippies be accommodated at docks and/or beach? Where is the closest boat launch ramp? Is there space to park up to 30 trailers?
- Accommodation. Can 70 – 90 people be housed on site with a weekend rate package for 2 nights and 6 meals? Is there an appropriate site for the wine and cheese party?

Please help us add to the list by suggesting a resort that you think might be suitable.

Send ideas to Mary Storey: mstorey@cogeco.ca. Thank you.

Karen Boyer

Ebb & Flow

Social Events, Milestones and News About DOA Members

It's late news but still worth mentioning. Back in August, two couples celebrated their 50th wedding anniversary; Mary and John Storey and Ann and Tom Verth. Belated congratulation to both couples. Dippy on!

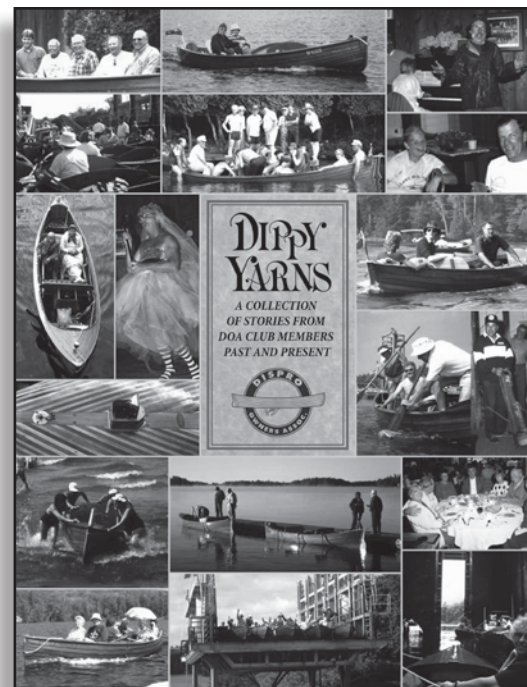
Submitted by Ann Verth

Long-time dippy club member Ron Lind died in September, 2017. News of his death just arrived to me this morning. Ron had been an architect and designed some small tasteful Muskoka cottages. He had a wacky sense of humor so he and I got along famously! I enjoyed working on his dippy with him back in the early 80s as we replaced many mushy planks. (This was the dippy Jim Domm had once owned but declared as unrestorable!) His son Derek was out in it during one of the regattas on Lake Muskoka. For those who knew and remembered Ron, his camaraderie will be sorely missed.

Submitted by Paul Gockel

Dispro Yarns — New Book, Just Published

Do you need a gift for some one this Christmas? Do you need some interesting reading for those long winter nights? Want to learn about the origins of several of the Dispros in the club? What to read about some adventures of your fellow Dispro club members?



The Dispro Owners Association has an answer for all these questions. It is a newly published 130-page book called Dispro Yarns. The plastic covered book is full of interesting stories; has some technical information; includes some recipes and poems and even some silly tales.

At the recent DOA Regatta in September, many of these books were snapped up as members wanted to read about other member's tales and adventures.

You can order one or more books to be mailed to you by sending the enclosed order form to:

**Mary Storey,
Box 41, Gravenhurst,
ON P1P 1T5**

and enclose a cheque for \$30 per book made payable to Dispro Owners Association.

Auntie Mae: Season of Changes

Our beloved "Auntie Mae" did not enjoy her finest season this year. She is after all 95 years old and despite a major restoration/rejuvenation about 10 years ago, things happen to mature ladies. It is our opinion that she, Auntie, is going through a sort of late menopause (aka putt-pause). Her first outing (Gloucester Pool) went well enough but her second outing on Georgian Bay was fraught with trouble. She overheated and despite the tender ministrations of John Storey with a wet towel, she refused to start. Towing ensued, both to and from our destination. Three minds and sets of hands failed to resolve her problem.



Photo: Cynthia Luks

At the 2019 regatta, she again overheated and some delicate lifting of unmentionable nether parts with a dental instrument did seem to help. Later that day however, early-excursion weeds brought her to a full stop. Major exertion on the pull handle of the starter resulted in a broken recoil spring?? Tinkle, tinkle somewhere deep down.

Back up towing ensued for at least 4 hours behind a pontoon boat. Even worse, the word "humiliation" was overheard by Auntie and her occupants as uttered LOUDLY by David Deardorff. He has since been politely requested to refrain from use of that word in Auntie's presence.

On return to port, Dr. Dippy asked WHY no one had thought to spin the fly wheel to "get her going?" Well, easy to ask . . . but Auntie was in danger of being a "lady stranded" by the departing backup crew.

At dinner, Mike Windsor quietly confided that he had once tried that spinning manoeuvre which had resulted in a burnt nipple from a super hot spark plug!!

NOW . . . wait a minute! Trials such as overheating, gentle lifting, being towed, and broken springs are one thing BUT Auntie Mae has a very low tolerance for and strongly disapproves of burnt nipples.

Dr. D added injury to ignominy but stopping by to say that he did not even want to talk about what needed to be done to fix that sprung spring situation. "You do not even want to know", he said but then proceeded to allude to the removal of a large major component in Auntie's interior.

This awaits completion due to Dr. D being temporarily indisposed. But, a special spring has been located . . . Hope lies eternal! And Auntie Mae may soon be restored to her old self despite life's changes.

Cynthia Luks



Photo: Mary Storey

41st Regatta • Glen House Resort • Thousand Islands September 6-8, 2019

Historic waterways and settlements, warm weather, spectacular scenery, delicious food and mingling with friends, together helped to make the 41st Regatta a memorable event. Sixty-six members with 28 boats joined the flotilla, including two couples attending for the first time. Dippies were trailered from as far away as Florida and Kenora with the hardy Tuckers sleeping two nights on the road in a bed in the back of their mini van!

This was the year for breakdowns at the regatta. Our tow boat driver Mac McKenzie was kept very busy and was overheard to describe it as "herding cats". There were so many problems that it was decided to put the names of those involved in a bag and make it a "hard luck lottery".

Of the six candidates, the lucky "winners" were Tom and Ann Verth. Eric Luks has suggested we change the name to the "humiliation award" and perhaps Tom would agree, for when he picked up his trophy he announced that this had been his third "win".



Photo: Gary Campaigne

Tom and Ann Verth, the proud recipients of the Hard Luck Trophy for the third time, seen here in action on the water.

Some of the varnish award recipients this year included Phil and Nancy Boyer who were recognized for attending their first regatta. We hope this will be the first of many. Freddie and Jim Goodrich were also recognized for hauling their boat 2,140 km from the Orlando area. They edged out Ian and Gale Tucker who came from Kenora by only 78 km. Now that's dedication!

Ian Tucker also received varnish for naming his boat after his wife.

Now every time he spends money on "Gale" he can say he is spending it on his wife. Tom Verth and Ian Dickson, your unnamed Greavettes could soon have new names. (Contributed by Barb Dickson)

Paul Dodington and Jeff Hill were recognized as dedicated participants. They both have attended at least 40 regattas since club formation and a few before that when they participated in informal ones held in the mid 1970s. Jeff recalled he was about 12 years old when he joined his father Ron for an inaugural dippy adventure.

On Sunday as captains were fiddling with their engines, preparing for the morning excursion, Dave Williams observing the routines, some not so successful, remarked, "No one could ever steal your boat, because they could never get it started." Need we say more.

Karen Boyer

2019 DOA Regatta — Glen House and the 98 Islands

The Boating Part

Saturday AM - 31 Islands

Saturday morning dawned cool and clear and the flotilla of 28 dippies, minus a few sinkers, stragglers and non starters, set off following T's Delight, guided by Dave Williams, upstream hugging the north shore. This area features a few narrow, shallow channels but with the high water this year the weeds caused no issues. The lead boat was actually first away and stayed that way for most of the weekend with only a few occasions where she 'shared' the lead! The routes through the channels seemed to help us keep in line and quite a number of captains and navigators commented on the visibility of the Storey's pole with flashing bicycle taillight mounted on the lead boat. As the morning progressed the skies cleared and temperature rose, it was a fine day that followed. So, get out your maps of the St. Lawrence River just east of Gananoque and you can follow along.

We continued up stream along the shore of Collier Island and headed through the gap to Stave Island avoiding some marked shoals. The cottagers in the Thousand Island mark the numerous shoals and rocks that the Coast Guard does not and our guide Dave was careful to point out that he may not know where they all are but does know where they are not! By this time our safety boat driver Mac was already busy with calls for assistance! We continued past Navy Island and crossed the Canadian Middle Channel to Wellesley Island State Park and proceeded downstream enjoying wooded shore views with campsites and beaches.

Once past Bingham Island the captains skills were tested as we began running a series of channels and currents through Fiddlers Elbow around Wood, Bratt, Himes, Georgina, and the Nidderly Islands; at one point we were heading what should have been upstream with the current! Each island passed had a unique cottage and boathouse, with designs old and new, lots to see and shoal markers to avoid! I believe we all made it through unscathed. Next up was Smuggler Cove and the final turn upstream past Fishdam, Bryces, Huckleberry, and Goose Island. The area is well cottaged, the islands small and the channels typically narrow creating lots of fast water and quick changes in direction.

We followed the north shore back to Glen House for a well earned soup and sandwich lunch.



Saturday PM - 39 Islands.

We departed past Davis Island east south east through Sir Williams Shoal around Bingham and along Wellesley Islands to the International Rift where we circled once to confirm that no one was coming up and shot down the Rift between Wellesley and Hill into the Lake of the isles. By the time we had all made it down there was a cheering section from other boats waiting to go up but no one seemed to mind! The international border runs down the centre of the lake with a series of wide and narrow stretches, a few cottages and shallow water.

At one point we all seemed to feel the need to pause to remove weeds! This could not have been better coordinated as it seemed that the entire flotilla all stopped and restarted as one, much to the amazement of those watching!

Once past Mary Island we meandered past Douglas, Lotus, Summerland, Little Lehigh, Fancy Rock and Cleopatra. The area seems ideal for dippy speed as there is always another island, a short passage, an interesting bit of architecture to admire. The cottages seem well anchored to their islands with gardens big and small, boathouses and the familiar paths and outdoor areas that have evolved from years of use. This continued as we returned upstream in the Canadian Middle Channel on the shore by Buck's Bay, the Ivy Lea Park, Bud's Marina, the town of Ivy Lea, and all the other points of interest. The shore development is extremely varied and fairly dense with cottages modest to grand, shops and services, restaurants and marinas and the occasional boat tour operation. The marinas harbour hundreds of boats from 12' tinnies to 50+ live aboard yachts. Jim Onion summed up the afternoon cruise perfectly by announcing that; "it would have been too long if it weren't so darn interesting!"

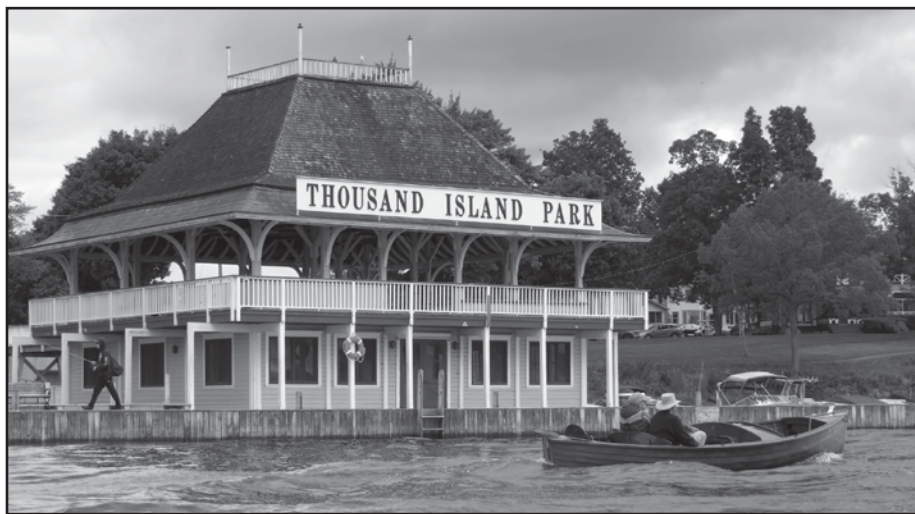


Photo: Mary Storey

Sunday AM - 28 Islands.

Dave had selected the Sunday cruise route specifically to show us the Thousand Island Park Historic District at the south west end of Wellesley Island. This was an excellent choice and real surprise. The day was again cool but clear and the hearty members headed south west through the islands and shoals across the boarder into the US off Grandview Park on Wellesley into the protected waters of Eel Bay. The bay is 7 or 8 feet deep and its shores undeveloped with only a few islands for reference. In the low light conditions it took a bit of searching to locate Mosquito Island and the narrows on

the end of the bay. Once through we entered South Bay and began to see some older buildings and a lodge across the water. They seemed old but we had seen cottages and structures of the same vintage yesterday, which didn't prepare us for the scene around the point.

In 1875 Rev. J.F. Daylan set up the Park as a Methodist summer camp colony around the Tabernacle. The tent city soon transformed into a permanent village with Chautauqua-like programs including religious studies, Sunday school institutes, temperance rallies and the like. By 1890 a more liberal policy relaxed restrictions on curfews, cards and alcohol and I expect that is when the place took off as a seasonal community. People bought leases to the land in the park and built turn of the last century style homes on one horse drawn carriage wide roads. Fires have destroyed some original homes and buildings but there are codes to prevent any modern structures in the park. At one point there were 600 buildings and 7,000 residents while today there are 323 buildings with the style controlled by the Thousand Island Park Landmark Society. This includes the classic Pavilion at the main dock.

So, we cruise around the point and it starts to unfold before us and continues on for blocks with hundreds of houses and the foreshore lined with boathouses, all seemingly from the turn of the last century. Truly wonderful and of course our era correct means of transport, not too fast but not too slow, allowed us to see it all and suddenly feel very much a part of the scene. The inhabitants and guests on shore seemed to agree! We cruised the full length of 'town' turned and came back along the shore again, seemingly to the delight of those on land and the other boats nearby. This was the high point of the day and the boating portion of the Regatta.

From there we turned home, but took a somewhat circuitous route before and after Eel Bay so we could see more of what is a splendid area for dippy cruising. There is some talk of a possible circumnavigation of Wellesley Island with more time on the American side and further downstream, but that is for the future. I hope you can join us then.



Kerry Harmon

Exchange on the Dock at Glen House • September 8, 2019

Dave Williams, our excellent guide on the St. Lawrence River, while observing the preparations for our Sunday morning excursion . . .

"Well, I guess you really do not have to worry at all about anyone stealing these boats."

Dispro owner #1: "That's true, but we leave the keys in them anyway, just in case."

Dispro owner #2: "And a \$100 bill taped to the front deck."

Dispro owner #1: " Sometimes even more...."

Note: Owner #1: Under tow for 4 hours the previous day.

Cynthia Luks

Steam Powered

I was visiting a pal this past summer – he’s a “steam guy” – and we were enjoying some BBQ and adult beverages, when he asked if I had ever heard of a steam Dippy. I’ve heard and seen many strange and wonderful Dippy things but that was not one of them. My pal then pulled out a small photo album of his visit to a steamboat rally in Kingston, Ontario in the closing decade of the last century and there, lo and behold, were two pictures of a Dippy, powered by steam. It looked like a Deluxe model.

He then went on to say that he understood that it had an American owner at the time, but that subsequently it was converted back to an “infernal combustion engine” (his words) and that it came back to Ontario. But after that he knew no more – it no longer was steam powered.

I asked if I could borrow and scan the 2 pictures, to which he generously said yes. I’ve attached them, and if they are presented in the Device, maybe someone might know more of the history before and after the boat’s steam adventures.

Miro Forest



There’s Slow Boating and Then There’s ...

We were lounging on our dock at the cottage last summer with some friends visiting from England when I spotted a strange craft out in the middle of the lake. I couldn’t really make out what it was until I got out my binoculars. It wasn’t a boat as such but more of a powered raft and it appeared to be adrift. I watched for a while longer and saw that the skipper of this craft was having some issues with his motor.

There was no frantic waving of arms and no firing of distress rockets into the air but our curiosity and a sense of duty to a fellow mariner in distress finally got the better of us. I gathered up some rope and life jackets and Dave and I jumped into the boat and headed out to make contact with the UFO (Unidentified Floating Object).

We arrived at the scene minutes later and found a very unique craft indeed. It was perhaps once a floating dock or swim platform but it had been judiciously upgraded! It sported a vintage Johnson 3 HP outboard mounted on a custom transom and boasted other amenities such as a Muskoka chair, a swivel office chair (perhaps for onboard business meetings), fishing gear stored at the ready, numerous storage compartments for food and beverages (milk crates) and onboard security (Golden Retriever).

“Are you having trouble?” we asked. Yes, the motor wouldn’t start so we offered a tow back to his place up the lake. Due to the complete lack of any hydrodynamic qualities of this structure (other than it floated), the tow was somewhat arduous as the raft was prone to drifting left, then right; completely refusing to stay behind our boat.

Anyway, we eventually made it to our destination. The fellow was very appreciative and his dog was very friendly. He was seen circumnavigating the lake again this past summer and the thought occurred to me that here is a fellow who enjoys slow boating as much as we all do in the DOA. No, his craft doesn’t have a device and although the horsepower is about the same, he’s actually a lot slower than a Dippy. But hey, his seating is more comfortable! No “dippy bum” for this guy!

My English friend Dave was pleasantly surprised to find out that not all the eccentric characters in the world live in Britain!

Paul Jenner



Photo: Paul Jenner

Upcoming UUMMTs in 2020

June 19-20 – UUMMT 45 - Lake Nosbonsing, Callander – Ann Verth

Cost: \$180 per 4 persons per cabin per night. ie \$90 per couple per night. Deposit \$150/cabin. Minimum 2 night stay. **6 Cabins:** (24 persons) now available. The other 4 cabins went in the last 2 weeks. **They will hold until November 15, 2019** (we're pencilled in but I must call shortly to confirm). Overflow can go next door to Big Moose camp.

All cabins are fully equipped with stove, refrigerator, microwave etc. However, you must bring your own bedding, towels, linens according to the cabin you choose. Most have double beds. We bring our own breakfast and lunch. Plan is to go out for dinner in Callander (15min away). Come back to camp for lunch.

Docking: plenty of docking, room for trailers, easy launching on the property

Boating: Excellent, mostly deep water, 98 miles of shore on 13 mile long lake

Look it up: www.cozycampcottages.com or call: **1.877.752.2085**

If you are interested, **please respond as soon as possible.**

UPDATE

Cozy Camp Cottages is completely full unless you can find someone to bunk with. **HOWEVER**, Big Moose Camp next door, sharing the same waterfront, is expecting our crew. **bigmoosecamp.com** 705-752-3738 It has similar accommodations and prices. If you want more luxury you can go to Terrace Suites in Callander. Saturday night dinner is planned at Terrace Suites for those that wish to attend. Some will do their own dinner on Friday night (+ breakfast & lunch)

At the camps you will be providing your own linens (sleeping bag) and food. There are full kitchen facilities with BBQ and fire pit. They call it "glamcamping" – no tent! Follow the instructions on both websites.

It should be a fun time with approximately 24 persons already registered.

July 18 – UUMMT 46 - Lake Rosseau and Lake Joseph – Eric and Cynthia Luks

9:00am Bailey St. launch and parking More details to follow

August 22 – UUMMT 47 - Lake Muskoka – Mike Windsor More details to follow.

More information on events to follow in the March 2020 issue.



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