



CEN 309

Canadian
**Sailing
Directions**

Trent-Severn Waterway

12/2021












Fisheries and Oceans
Canada

Pêches et Océans
Canada

Canada 

Pictograph legend

	Anchorage		Current		Radio calling-in point
	Wharf		Caution		Lifesaving station
	Marina		Light		Pilotage

Report discrepancies between real-world observations and descriptions in the publication

Users of this publication are requested to forward information regarding newly discovered dangers, changes in aids to navigation, the existence of new shoals or channels, or other information that would be useful for the correction of nautical charts and publications affecting Canadian waters to: chsinfo@dfo-mpo.gc.ca.

IMPORTANT NOTICE

The Canadian Hydrographic Service no longer produces hard copies of its publications.

Updates are published in Notices to Mariners at notmar.gc.ca
and on the Canadian Hydrographic Service website at charts.gc.ca

REPRODUCTION FOR PERSONAL USE

This digital publication - as published in charts.gc.ca - may be printed or reproduced in any format, without charge or further permission, provided that it is for non-commercial purposes, i.e. not for sale or any profit whatsoever.

To be used for navigation, the reproduction must be an unaltered, true copy of the publication found in charts.gc.ca, and kept up-to-date at all times.

REPRODUCTION FOR COMMERCIAL PURPOSES

This publication shall not be printed or otherwise reproduced in whole or in part for commercial purposes (i.e. in the purpose of sale or any profit whatsoever, as opposed to personal use), without prior written permission from the Canadian Hydrographic Service.

For full terms and conditions, visit
charts.gc.ca or email chsinfo@dfo-mpo.gc.ca.

Published under the authority of the
Canadian Hydrographic Service
Fisheries and Oceans Canada
200 Kent Street, Ottawa, Ontario, Canada, K1A 0E6

© Her Majesty the Queen in Right of Canada, 2022
Catalogue No. Fs74-66E-PDF
ISSN 2816-5071
Ottawa

Record of Changes

As the CHS acquires new information, relevant changes are applied to Sailing Directions volumes in order to maintain safety of navigation. It is the responsibility of the mariner to maintain their digital Sailing Directions file by ensuring that the latest version is always downloaded. Visit charts.gc.ca to download the most recent version of this volume, with all current changes already incorporated.

The table below lists the changes that have been applied to this volume of Sailing Directions. This record of changes will be maintained for the current calendar year only

Chapter / Paragraph	Description of Change

TABLE OF CONTENTS

	Preface _____	V
	Explanatory notes _____	VI
	Abbreviations _____	VIII
CHAPTER 1	General Information	
	Trent-Severn Waterway _____	1-4
	Historical Background _____	1-5
	Navigation Notes _____	1-6
	Water Levels _____	1-9
	Currents _____	1-9
	Meteorological Information _____	1-10
	Publications _____	1-11
	Regulations _____	1-11
	Aids to Navigation _____	1-13
	Cables _____	1-14
	Use of Radio _____	1-14
	Search and Rescue _____	1-16
CHAPTER 2	Trenton to Rice Lake	
	Presqu'ile Bay _____	2-1
	Murray Canal to Trenton _____	2-4
	Trenton _____	2-5
	Trenton to Glen Ross _____	2-6
	Glen Ross to Haig's Reach lock _____	2-11
	Haig's Reach to Campbellford _____	2-14
	Campbellford _____	2-14
	Campbellford to Healey Falls _____	2-16
	Healey Falls to Rice Lake _____	2-17
CHAPTER 3	Rice Lake	
	Rice Lake — North Shore _____	3-2
	Cameron Point to Indian River _____	3-2
	Rice Lake — East Shore _____	3-3
	Webb Bay to Harwood _____	3-3
	Rice Lake — NW Shore _____	3-5
	Roach Point to Hatrick Point _____	3-5
	Rice Lake — SE Shore _____	3-5
	Harwood to Bewdley _____	3-5
	Bewdley _____	3-6
	Rice Lake — West Shore _____	3-7
	Bewdley to Otonabee River _____	3-7
CHAPTER 4	Rice Lake to Buckhorn	
	Otonabee River and Trent Canal _____	4-1
	Rice Lake to Peterborough _____	4-1
	Peterborough _____	4-3
	Peterborough lift lock _____	4-6
	Peterborough to Lakefield _____	4-6
	Lakefield to Burleigh Falls _____	4-9
	Stony Lake _____	4-11
	Burleigh Falls _____	4-13
	Burleigh Falls to Buckhorn _____	4-14
	Buckhorn _____	4-15

CHAPTER 5	Buckhorn to Lake Simcoe	
	Buckhorn to Gannon Narrows _____	5-1
	Chemong Lake _____	5-3
	Bridgenorth _____	5-3
	Gannon Narrows to Bobcaygeon _____	5-4
	Bobcaygeon _____	5-5
	Pigeon Lake — South part _____	5-6
	Pigeon Lake — North part _____	5-7
	Bobcaygeon to Sturgeon Point _____	5-8
	Scugog River _____	5-9
	Lindsay _____	5-9
	Lake Scugog _____	5-11
	Sturgeon Point to Fenelon Falls _____	5-12
	Fenelon Falls _____	5-13
	Fenelon Falls to Balsam Lake _____	5-13
	Rosedale _____	5-14
	Balsam Lake _____	5-15
	Balsam Lake to Lake Simcoe _____	5-15
CHAPTER 6	Lake Simcoe	
	NE shore of Lake Simcoe _____	6-2
	East and SE shores of Lake Simcoe _____	6-3
	Cook's Bay _____	6-6
	Holland River _____	6-8
	SW shore of Lake Simcoe _____	6-9
	Kempfenfelt Bay _____	6-9
	Barrie _____	6-10
	NW shore of Lake Simcoe _____	6-10
CHAPTER 7	Lake Simcoe to Port Severn	
	Lake Simcoe to Couchiching lock _____	7-1
	Orillia _____	7-2
	The Narrows to Couchiching lock _____	7-3
	Couchiching lock to Big Chute _____	7-6
	Big Chute to Port Severn _____	7-10
	Port Severn _____	7-11
APPENDICES	Sail Plan _____	A-1
	Meteorological Tables _____	A-3
	Distance and Trent-Severn Waterway Information Table _____	A-6
	Index _____	I-1

The First Edition of *Sailing Directions, CEN 309 — Trent-Severn Waterway*, 2016, has been compiled from Canadian Government and other information sources. In general, hydrographic terms used in this booklet are in accordance with the meanings given in the *Hydrographic Dictionary* (Special Publication No. 32), published by the *International Hydrographic Organization*.

This edition introduces a new chapter layout and Print-on-Demand technology.

General information for the Great Lakes is grouped in one booklet: *Sailing Directions, CEN 300 — General Information, Great Lakes*. It contains navigational information and a brief description of the main port facilities as well as geographic, oceanographic and atmospheric characteristics. Booklet *CEN 300* also includes a geographical index for the Great Lakes area.

The detailed description of the geographical areas is given in a series of booklets. Their limits are printed on the back cover of the booklets. **The appropriate descriptive booklet(s) should be consulted in conjunction with the *CEN 300 — General Information, Great Lakes* booklet.**

Tidal, water level and current information has been revised by the Tides, Currents and Water Level Section of the *Canadian Hydrographic Service*.

The photographs are by the *Canadian Hydrographic Service, Fisheries and Oceans Canada*, unless otherwise attributed. Lock photographs are courtesy of Trent-Severn Waterway National Historic Site of Canada, *Parks Canada*.

Users' comments concerning the format, content or any other matter relating to *Sailing Directions* would be appreciated and should be forwarded to the Director General, *Canadian Hydrographic Service, Fisheries and Oceans Canada*, Ottawa, Ontario, Canada K1A 0E6.



Canadian *Sailing Directions* amplify charted details and provide important information of interest to navigation which may not be found on charts or in other marine publications. *Sailing Directions* are intended to be read in conjunction with the charts quoted in the text.

Remarks

Buoys are generally described in detail only where they have special navigational significance, or where the scale of the chart is too small to clearly show all the details.

The word “**private**”, when applied to an aid to navigation, means the aid is privately maintained and may not appear in the *List of Lights, Buoys and Fog Signals* and may be changed without warning.

Chart references, in *italics* in the text, refer to the largest scale Canadian chart but occasionally a smaller scale chart may be quoted where its use is more appropriate.

Tidal information is not given. Any known unusual changes in water level, however, are mentioned.

Names have been taken from the Geonames database kept by *Natural Resources Canada*. Where an obsolete name still appears on the chart or is of local usage, it is given in brackets following the official name.

Wrecks are described where they are relatively permanent features having significance for navigation or anchoring.

Units and terminology used in this booklet

Latitude and longitude given in brackets are approximate and are intended to facilitate reference to the chart quoted.

Bearings and directions refer to True North (geographic) and are given in degrees from 000° clockwise to 359°. The bearings of conspicuous objects, ranges and light sectors are given from offshore. Courses always refer to the course to be made good.

Currents are described by the direction toward which they flow. **Winds** are described by the direction from which they blow.

Distances are expressed in kilometres followed in brackets with a statute mile equivalency. A statute mile is equal to 1609.3 m (5280 ft).

The small craft charts relating to the Trent-Severn Waterway show distances along the waterway from the Veterans Skyway Bridge in Quinte West.

Speeds are given in knots, which means nautical miles per hour. A nautical mile equals 1852 m (6076 ft).

Depths, unless otherwise stated, refer to chart datum. As depths are liable to change, particularly those in dredged channels and alongside wharves, it is strongly recommended that these be confirmed by the appropriate local authority.

All the **marinas** that could be located were asked for details of their facilities and the depths at their docks. As these facilities often change from year to year, it is suggested that users contact the marina operators for confirmation of depths and facilities available.

Elevations and vertical clearances are given above chart datum.

Heights of structures, as distinct from the elevations, refer to the heights of structures above the ground.

Deadweight tonnage and mass are expressed in metric tonnes of 1000 kilograms (2204.6 pounds). The kilogram is used for expressing relatively small masses.

Numbers in brackets after population statistics is the census year. The number in brackets after the name of a light or light buoy is its *List of Lights, Buoys and Fog Signals* number.

Time is given in Eastern Standard Time or Eastern Daylight Saving Time.

Public wharf is a Government wharf that is available to the public. It may be shown on older charts as “Government Wharf” or “Govt Whf”. A fee may be charged for dockage.

Conspicuous objects, natural or artificial, are those which stand out clearly from the background and are easily identifiable from a few miles off-shore in normal visibility.

Prominent objects are those which are easily identified but are not conspicuous.

Small craft refers to pleasure craft and, in general, to small vessels with shallow draught.

Pictographs are symbols shown at the beginning of certain paragraphs to allow quick reference

to information or to emphasize details. The Pictograph Legend is shown on the inside front and back covers of this booklet.



For information on Government of Canada publications, regulations and services mentioned in this book, visit:

<http://www.marinfo.gc.ca/e-nav/index-eng.php>

References to other publications:

Parks Canada

• *Trent-Severn Waterway National Historic Sites of Canada:*
<http://www.pc.gc.ca/eng/lhn-nhs/on/trentsevern/visit/visit1.aspx>

Units

°C	degree Celsius
cm	centimetre
ft	foot
h	hour
ha	hectare
kHz	kilohertz
km	kilometre
kn	knot
kPa	kilopascal
M	million, mega
m	metre
MHz	megahertz
min	minute
mm	millimetre
t	metric tonne
°	degree (plane angle)
'	minute (plane angle)

Directions

N	north
NNE	north northeast
NE	northeast
ENE	east northeast
E	east
ESE	east southeast
SE	southeast
SSE	south southeast
S	south
SSW	south southwest
SW	southwest
WSW	west southwest
W	west
WNW	west northwest
NW	northwest
NNW	north northwest

Various

AIS	Automatic Identification System
CCG	Canadian Coast Guard
CHS	Canadian Hydrographic Service
DFO	Fisheries and Oceans Canada
DGPS	Differential Global Positioning System
GMDSS	Global Maritime Distress and Safety System
GPS	Global Positioning System
HF	high frequency
HW	high water
JRCC	Joint Rescue Co-ordination Centre
LW	low water
MCTS	Marine Communications and Traffic Services
NAD	North American Datum
ODAS	Ocean Data Acquisition System
SAR	Search and Rescue
VHF	very high frequency
VTs	Vessel Traffic Services

General Information

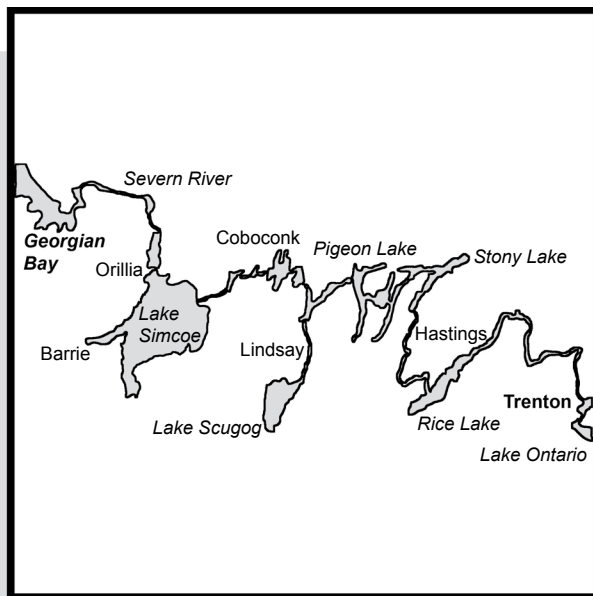
1 **Canada** is the largest country in the Western Hemisphere and second largest in the world. Its territory of 9,970,610 square kilometres of land and fresh water includes the almost semitropical Great Lakes peninsula and southwest Pacific coast, wide fertile prairies and great areas of mountains, rocks and lakes and northern wilderness and Arctic tundra. The farthest point south is Middle Island in Lake Erie ($41^{\circ}41'N$); 4634 km north in the Arctic is Cape Columbia on Ellesmere Island, Canada's northernmost point ($83^{\circ}07'N$). From east to west the greatest distance is 5514 km — from Cape Spear, Newfoundland and Labrador ($52^{\circ}37'N$) to the Yukon/Alaska border. The offshore areas of the Canadian continental margin, including Hudson Bay, cover over 6.5 million square kilometres, an area equivalent to over 60% of Canada's total onshore area.

2 Most of Canada's 33.5 million people (2011) live within 300 km of the southern border that is shared with the United States for 6415 km. Here, where the climate is generally moderate, the resources of the land, forest, mines and water have long been developed and utilized.

3 Politically, Canada is divided into ten provinces and three territories (the Yukon, Northwest Territories and Nunavut). Each province administers its own natural resources. Nunavut became the newest territory of Canada on April 1, 1999, when the Northwest Territories was divided into two parts. The part to the east of the dividing line became Nunavut, whereas the part to the west became a new territory which retained the name Northwest Territories.

4 **Government of Canada.** — In Canada there is a fusion of executive and legislative powers. Formal executive power is vested in the Queen, whose authority is delegated to the Governor General, her representative. Legislative power is vested in the Parliament of Canada which consists of the Queen, an appointed upper house (the Senate) and a lower house (the House of Commons) elected by universal adult suffrage. The independence of the judiciary is safeguarded through the constitutional provision that superior court judges are appointed by the Governor-in-Council, that is, by the Governor General on advice of the Cabinet, and that they hold office during good behaviour and cannot be removed unless both houses of Parliament, the Cabinet and the Governor General agree.

5 **Provincial and Territorial Governments.** — In each of the provinces, the Queen is represented by a



Lieutenant-Governor appointed by the Governor General-in-Council. The Lieutenant-Governor acts on the advice and with the assistance of the Premier of the province who is responsible to the legislature and resigns office under circumstances similar to those concerning the Government of Canada.

6 The Canadian federal state of ten provinces and three territories had its foundation in an act of the British Parliament, the *British North America (BNA) Act, 1867*. This act was fashioned for the most part from Seventy-two Resolutions draughted by the Fathers of Confederation at Québec in 1864. The BNA Act provided for the federal union of three British North American provinces, Canada (Ontario and Québec), Nova Scotia and New Brunswick, into one dominion under the name Canada. The act made provision for possible future entry into Confederation of the colonies or provinces of Newfoundland and Labrador, Prince Edward Island and British Columbia, and of Rupert's Land and the North-Western Territory, a vast expanse then held by the Hudson's Bay Company. In 1870, the company surrendered its territories to the British Crown which transferred them to Canada. From this new territory was carved Manitoba in 1870, much smaller at its inception than now, and later, in 1905, Saskatchewan and Alberta. British Columbia entered the union in 1871, followed by Prince Edward Island in 1873. It was not until 1949 that Newfoundland and Labrador joined.

7 The *BNA Act, 1867*, which remains the country's basic constitutional document, and the amendments passed between 1871 and 1975, have been renamed and are now known as the *Constitution Acts 1867 to 1975*. The written constitution consists of the *Constitution Acts 1867 to 1982*, proclaimed by the Queen in Canada in 1982. The *Constitution Act, 1982* includes a *Charter of Rights and Freedoms* and a formula for amending the constitution.

8 The *Charter of Rights and Freedoms* guarantees fundamental rights and freedoms to individuals; freedom of speech, freedom of assembly, freedom of religion, freedom of the press, mobility rights, legal rights and similar liberties are recorded in the charter. The charter also provides specific constitutional protection to the use of the English and French languages.

9 The Constitution Act, 1982, also recognizes and affirms the rights of the aboriginal peoples of Canada: the Indians, Inuit and Métis.

10 As well as the written constitution, there are unwritten parts which are of equal importance such as common law, convention and usage which were transplanted from Great Britain over two hundred years ago and which are fundamental to the Canadian style of democratic government. Among these are the principles governing the Cabinet system of responsible government with its close identification and functioning of executive and legislative branches.

11 The constitution, in its broadest sense, also includes statutes of the Parliament of Canada pertaining to such matters as succession to the throne, the royal style and title, the Governor General, the Senate, the House of Commons, the creation of courts, the franchise and elections, as well as judicial decisions that interpret the written constitution and other statutes of a constitutional nature. The constitutions of the provinces of Canada form part of the overall Canadian constitution, and provincial acts which are of a fundamental constitutional nature similar to those listed above are also part of the constitution. The same can be said of both federal and provincial orders-in-council that are of a similar fundamental nature.

12 Apart from the creation of the federal union, the dominant feature of the *Constitution Act, 1867* and indeed of the Canadian federation, was the distribution of powers between the central or Government of Canada on the one hand and the component provincial governments on the other. In brief, the primary purpose was to grant to the Parliament of Canada legislative jurisdiction over all subjects of general or common interest, while giving to the provincial legislatures jurisdiction over all matters of local or particular interest. These powers cover the whole area of government and each level of government is sovereign with respect to the powers it exercises. Hence, provincial governments, when acting within their jurisdiction as set out in the *Constitution Acts, 1867 to 1982*, are as sovereign as the Government of Canada when acting within its spheres of power.

13 **Legal system.** — With one exception, in all provinces as well as in the three territories, the legal system derives from the common law system of England. The exception is the province of Québec where the system has been influenced by the legal developments of France. Québec has its own Civil Code and Code of Civil Procedure. Over the years, both Canadian common law and Québec civil law have developed unique characteristics.

14 The criminal law of Canada has as its foundation the criminal common law of England built up through the ages and consisting first of customs and usages and later expanded by principles enunciated by generations of judges.

15 **Government.** — Canadian governmental institutions are classified into three branches: the Executive, the Legislative and the Judiciary, and exist for the federal and provincial levels of government, each functioning within its respective jurisdiction.

16 At the federal level in Canada formal executive power is vested in the Queen whose authority is delegated to the Governor General, her representative. Legislative power is vested in the Parliament of Canada which consists of the Queen, an appointed upper house called the Senate and a lower house called the House of Commons which is elected by universal adult suffrage. The members of the

Senate are appointed by the Governor General on advice of the Prime Minister. The independence of the judiciary is safeguarded through the constitutional provision that superior court judges are appointed by the Governor in Council, that is by the Governor General on advice of the Cabinet, and that they hold office during good behaviour and are removable only by the Governor General on address of the Senate and the House of Commons. This means that judges cannot be removed unless both Houses of Parliament, the Cabinet and the Governor General agree.

17 The Governor General, appointed by the Queen on the advice of the Prime Minister of Canada, exercises the executive authority of the Queen in relation to the Government of Canada. The Governor General summons, prorogues and dissolves Parliament on the advice of the Prime Minister. He signs Orders-in-Council, commissions and many other state documents, and gives his assent to bills that have been passed in both Houses of Parliament and which thereby become acts of Parliament with the force of law (unless Parliament specifically prescribes otherwise).

18 The Canadian legislative branch of government is closely identified with the executive branch, with final direction and authority emanating from the former. The Prime Minister and his Cabinet, who formulate and carry out all executive policy, are responsible at all times to the House of Commons. With occasional exceptions, the Prime Minister and his Cabinet are members of the House of Commons.

19 In each of the provinces the Queen is represented by a Lieutenant-Governor appointed by the Governor General on the advice of the Prime Minister of Canada. The Lieutenant-Governor acts on the advice and with the assistance of the Premier of the province and his Ministry who are responsible to the provincial legislature. The legislature of each province consists of the Lieutenant-Governor and one Legislative Assembly elected by the people.

20 The three territories, Nunavut, Yukon, and Northwest Territories, all have elected premiers and Legislative Assemblies. In place of a Lieutenant-Governor the territories have a Commissioner who is appointed by and represents the federal government.

21 **Ontario**, the wealthiest, largest and most populous of the predominantly English-speaking provinces, is located in the heart of Canada. Lying between Quebec to the east and Manitoba to the west, its irregularly shaped boundaries extend from a fresh water shoreline of 3801 km on the Great Lakes to a saltwater shoreline of 1094 km on Hudson Bay and James Bay to the north. In 2011 the population of the province was 13.3 million.

22 *Physical features.* — Geologically, parts of Ontario are in three major regions: the rough Canadian Shield in the north; the gentler lowlands of the Great Lakes–St. Lawrence region; and the James Bay–Hudson Bay Lowlands. North

from the Great Lakes and west to the Manitoba border, the land is of typically Canadian Shield terrain: a rugged, rocky plateau, mostly 460 m in elevation, strewn with lakes and muskeg. The highest point in Ontario is 693 m at Ishpatina Ridge in Timiskaming District of NE Ontario. From here the land slopes gently to James and Hudson Bays where a large marginal strip, the Hudson Bay Lowlands, is less than 150 m in elevation. This northern area bears the brunt of severe winter cold waves moving east from the prairies or south from the Arctic across Hudson Bay and experiences very cold winters. Summers are warm but short. In the district immediately along the north shores of the Great Lakes and west of the lakes there are frost-free periods of over 100 days; elsewhere the frost-free season ranges from 40 up to 100 days.

23 The lowlands region, which extends over the whole of the southern peninsula between Lakes Ontario, Erie and Huron and east to the Ottawa River adjoining the lowlands of Quebec, is about one-sixth the size of northern Ontario. The SW tip of the province extends farther south than any other part of Canada. This fact, combined with the warming influence of the lower Great Lakes, gives peninsular Ontario a much milder climate than that of the northern districts. Since it lies in one of the major storm tracks of the continent, wide variations occur in day to day weather, especially in winter, but conditions of severe cold or extreme heat are not prolonged. This is the most densely populated and highly industrialized region of Canada; settlement was influenced by favourable climatic conditions and fertile soil and by ease of travel over the relatively unobstructed terrain and the natural transportation routes of the St. Lawrence River and the Great Lakes.

24 *Products.* — Agriculture is well established and continues to be of major importance to the economy of the province. With the exception of the wheat-growing areas of western Canada, this is by far the most highly productive agricultural area in the country. Maize and soya beans are grown throughout southern Ontario, but its produce is very diversified and many specialized areas have developed: fruit in the Niagara district, commercial vegetables north of Toronto, and cattle in the Georgian Bay area.

25 The manufacturing industries of southern Ontario produce almost every product required by consumers. The focal point of this great industrial agglomeration is Toronto, the capital and largest city of the province and a major manufacturing, financial, commercial and distribution centre.

26 The Ontario part of the Canadian Shield has long been a producer of many base metals and accounts for close to 40 per cent of the total mineral output of Canada. Much of Canada's tremendous production of nickel and about half the copper come from the Sudbury area; gold came from the Kirkland Lake–Porcupine area, Hemlo area near Marathon, and from the Red Lake, Pickle Crow and Little Long Lake areas farther west; iron ore came from the Steep Rock Lake

area west of Lake Superior and the Michipicoten area on the NE shore of the lake. Uranium, cadmium, calcium, cobalt, lead, magnesium, selenium, silver, tellurium, thorium, yttrium and zinc were also produced. In the lowlands area of the province, salt and nepheline syenite were produced, and there is some natural gas and petroleum production.

27 Ontario has a large amount of productive forest land and, therefore, a thriving pulp and paper industry. Four tree species — black spruce, poplar, jack pine and white birch — account for almost 75 per cent of all the marketable trees in the province. Ontario has extensive water power resources and is second only to Quebec in hydro-electric power.

28 The commercial fishing industry in Ontario, although widely scattered throughout the province, is centred mainly on the Great Lakes, particularly Lake Erie. The species harvested commercially include yellow perch, smelt, whitefish, pickerel, pike, lake trout, herring, chub, carp, white perch, sturgeon, white bass, bullhead, catfish, eel, goldeye, sunfish, burbot, freshwater drum, rock bass, crappie, sauger and suckers. Nearly 90 per cent of all the fish landed in Ontario is harvested from the Great Lakes, but more than 500 smaller inland lakes, mainly those in the NW part of the province, are or were fished commercially.

29 **Holidays.** — The following shown in the table are national holidays. In addition, in the province of Ontario the first Monday in August is observed as a Civic Holiday, and the third Monday in February is observed as Family Day. Please note that when New Year's Day, Canada Day, Remembrance Day, Christmas Day or Boxing Day fall on a Saturday or Sunday government offices observe them on the following Monday.

30 **Currency, weights and measures.** — The legal currency in Canada is the Canadian dollar with coinage in 5, 10, 25, 50 cents, and one dollar and two dollar denominations. Bank of Canada notes in denominations of 5, 10, 20, 50, 100 and 1000 dollars are legal tender.

31 In the past the Imperial system of weights and measures has been followed, an exception being the ton, where unless otherwise stated, the short ton of 2000 lbs was used.

National Holidays

Name	Date
New Year	January 1 st
Good Friday	Friday prior to Easter
Easter Monday	Monday after Easter
Victoria Day	Monday preceding May 25 th
Canada Day	July 1 st
Labour Day	1 st Monday of September
Thanksgiving Day	2 nd Monday of October
Remembrance Day	November 11 th
Christmas Day	December 25 th
Boxing Day	December 26 th

Canada has, since the late 1960s, converted to the metric system of weights and measures.

32 **Standard and daylight saving times.** — The province of Ontario east of Longitude 90°W keeps Eastern Standard Time, five hours slow on Coordinated Universal Time (UTC) which is the modern implementation of Greenwich Mean Time. Daylight Saving Time is observed in Ontario from the second Sunday of March to the first Sunday of November. Daylight saving time is one hour ahead of standard time; Eastern Daylight Time, is four hours slow on UTC.

33 **Customs Information and Designated Reporting Stations for Pleasure Craft.** — See in Appendix.

34 **Ports of Entry.** — There are no vessel reporting stations on the *Trent-Severn Waterway* so visiting boaters must obtain clearance before entering the waterway.

35 For information on visitors travelling to Canada, visit <http://www.cbsa-asfc.gc.ca/travel-voyage/ivc-rnc-eng.html>.

36 **Police.** — The Ontario Provincial Police can help in many instances of emergencies. For more information visit: <http://www.opp.ca>.

37 **Hospitals.** — This is a listing of the hospitals on or near the *Trent-Severn Waterway*, along with their telephone numbers:

Barrie	
<i>Royal Victoria Regional Health Centre</i>	705-728-9090
Campbellford	
<i>Campbellford Memorial Hospital</i>	705-653-1140
City of Kawartha Lakes	
<i>Ross Memorial Hospital</i>	705-324-6111
Midland	
<i>Georgian Bay General Hospital, Midland Site</i>	705-526-1300
Newmarket	
<i>Southlake Regional Health Centre</i>	905-895-4521
Orillia	
<i>Orillia Soldiers' Memorial Hospital</i>	705-325-2201
Peterborough	
<i>Peterborough Regional Health Centre</i>	705-743-2121
Cobourg	
<i>Northumberland Hills Hospital</i>	905-372-6811
Port Perry	
<i>Lakeridge Health, Port Perry Site</i>	905-985-7321
Trenton	
<i>Quinte Health Care Trenton Memorial Hospital</i>	613-392-2540

Trent-Severn Waterway

38 The **Trent-Severn Waterway** consists of a series of connecting rivers, lakes and canals, and provides a sheltered route for small craft between Trenton on Lake Ontario and Port Severn at the SE corner of Georgian Bay.

39 The water passes through some of the most scenic countryside in Ontario and is immensely popular with boaters and vacationers from spring to fall. The central and eastern parts of the waterway are well developed in places with many marinas both large and small, but the western end — north of Lake Simcoe — is much less developed and more tranquil, with fewer facilities for passing boaters.

40 **Characteristics.** — The total length of the main route through the *Trent-Severn Waterway* is 386 km (241 miles). There are 32 km (20 miles) of man-made channels. Balsam Lake is the summit of the route, 597 feet (182 m) above Lake Ontario and 263 feet (80.2 m) above Georgian Bay. There are forty-five locks and one marine railway, which has a travel distance of 500 feet (152.4 m). Flight locks 28 and 29 at Burleigh Falls have been combined into one and the same was done with locks 33 and 34 at Fenelon Falls thus eliminating the locks previously numbered 29 and 33 (#33 is now the Lindsay Lock).

41 At the Big Chute Marine Railway on the Severn River, a three-storey tall carriage transports small craft cradled in specially designed slings over a height of land. For details see the table in the Appendix and the information in Chapter 7.

Historical Background

42 Prior to early European exploration, the *Trent-Severn Waterway* with its many portages and carrying places was the scene of many skirmishes between the Hurons to the north and the Iroquois to the south. There is also evidence, in the form of artifacts from distant places uncovered in the area, which indicate that this same waterway was used as a trading route among the First Nations.

43 With the coming of the European fur traders and settlers, alliances were formed. The French became friendly with the Hurons, and the Dutch and English allied with the Iroquois.

44 In 1615 Samuel de Champlain set out up the Ottawa River, and by way of the Mattawa River reached Lake Nipissing, the French River, and Georgian Bay. In the Huron country south of Georgian Bay he was induced to join his hosts in a war party against the Iroquois. This took him to the Onondaga stronghold, near present day Syracuse, NY, by the following route: Balsam Lake, Sturgeon Lake, Pigeon Lake, Buckhorn Lake, Chemong Lake, Chemung carrying place to Little Lake, through the Otonabee River to Rice Lake, Rice Lake portage to present day Port Hope, Carrying Place portage leading to Bay of Quinte, Lake Ontario and up the Oneida River, NY.

45 The attack was repulsed. The wounded Champlain went back to Huronia with the Hurons, where he spent the winter, before returning to Québec.

46 The Iroquois, cut off from their source of furs to the north by the Huron monopoly of trade with the French, intensified their raiding and on March 16, 1649 destroyed the Hurons as a recognizable group. The Trent-Severn area was now wide open for Dutch and English fur traders. By the beginning of the 18th century, however, the Iroquois power had declined substantially and the Trent-Severn was taken over by other English allies, the Mississaugas.

47 The arrival of the United Empire Loyalists and the ever-present danger of war with the United States forced the British Government to begin surveys in Upper Canada and to explore the water routes. In addition to military reasons there was pressure applied by private interests, particularly those developing the logging and supply industries, to join some of the lakes with canals and locks to facilitate commercial navigation.

48 The full execution of the canal scheme was begun in 1833 by the Inland Water Commission acting under appointment from His Excellency Sir John Colborne, Lieutenant-Governor of Upper Canada. With the erection of the Purdy Dam, where Lindsay now is, the water was raised by as much as 10 feet (3 m) in the Scugog valley south of the dam, and in 1834 a dam was built at Bobcaygeon which raised the water of Sturgeon Lake by 5 feet (1.5 m). This dam flooded a vast area at the SW end of Sturgeon Lake.

49 Continuation of the scheme was deferred after the construction of the locks at Glen Ross, Hastings and Peterborough. These locks together with the locks constructed by the Provincial Government in 1869-1872 at Youngs Point and Rosedale made available close to 282 km (176 miles) of navigable lakes and rivers separated into unconnected reaches: Healey Falls-Peterborough, Lakefield-Burleigh Falls, Buckhorn-Fenelon Falls, Fenelon Falls-Coboconk, lakes Simcoe and Couchiching, and also Sturgeon Lake to Port Perry.

50 In 1883-1887 locks and short canals were built by the Dominion Government at Burleigh Falls, Lovesick Lake, Buckhorn, and Fenelon Falls, thus connecting the Kawartha Lakes.

51 By the construction of the Peterborough-Lakefield and Balsam-Simcoe divisions in 1895-1907, 274 km (171 miles) of through route were made available, which with the Scugog Branch opened over 320 km (200 miles) of inland navigation. Outlet to Lake Ontario was given upon the opening of the Ontario-Rice Lake division in June 1918, but the Severn division extending from Lake Couchiching to Georgian Bay was only partially completed when work was suspended owing to war conditions.

52 With the opening of Couchiching lock near Washago on July 6, 1920, navigation to Georgian Bay was provided for boats up to 9 foot (2.7 m) beam, 36 foot (11 m) length, and with a weight of 4.5 tonnes. With dredging and the construction of

marine railways it was now possible for boats to reach Swift Rapids, about 358 km (224 miles) from Trenton, and then to pass over the marine railways at Swift Rapids and Big Chute and through a lock at Port Severn to Georgian Bay.

53 The first vessel to make this through trip was the motor launch *Irene* which left Trenton on July 3, 1920 and arrived at Port Severn on July 12, 1920.

54 Major programs of improvement have been implemented since 1920, with the locks at Burleigh Falls and Fenelon Falls being rebuilt and modernized. Then in 1965 the marine railway at Swift Rapids was eliminated with the building of the new lock there.

55 The marine railway built at Big Chute in 1917 is still operating much as it was when it was first installed but in 1978 a large new marine railway was added here, thus allowing many more vessels to be handled.

Navigation Notes

56 **Distances.** — In the *Trent-Severn Waterway*, distances are measured in kilometers from the Veterans Skyway Bridge in Quinte West. The small craft charts of the waterway show these distances for planning purposes, and a table of distances is given in the Appendix.

57 **Navigation season and hours of operation.** — The *Trent-Severn Waterway* is normally open to navigation from mid-May to mid-October. The actual opening and closing dates and the hours of operation for the locks and marine railway are promulgated each year in *Notices to Mariners*.

58 Locks and bridges will operate as required during the times stated, except that towards the end of the operating day vessels will only be accepted if their passage through the structure can be completed by the closing hour. Those arriving late will not be given passage until the next operating day.

59 As a general guide, a lockage through a single chamber lock takes about 20 minutes, and some locks have several chambers. Passage through a swing bridge usually takes about 10 minutes. Vessels seeking service late in the day must plan their time of arrival accordingly.

60 **Administration.** — The *Trent-Severn Waterway*, a National Historic Site, is administered by *Parks Canada, Environment and Climate Change Canada*. For more information, consult: <http://www.pc.gc.ca/eng/lhn-nhs/on/trentsevern/index.aspx>.

61 **Licensing of vessels.** — All Canadian vessels transiting the waterway, other than human-powered vessels (those not equipped for propulsion by sail or mechanical means) must be licensed under the *Small Vessel Regulations* or registered in accordance with the *Canada Shipping Act, 2001*. Vessels from other countries must be licensed and marked according

to the laws of their home country excepting human-powered vessels as noted above.

62 **Permits and tolls.** — All vessels, including human-powered craft, wishing passage through locks operated by *Parks Canada* must purchase a *lockage permit*. On the *Trent-Severn Waterway*, lockage, mooring and camping permits are available for sale at most lock stations, online or by calling 1-888-773-8888. These permits allow passage through lock stations during normal hours of operation. Advance purchase will reduce locking time.

63 **Speed restrictions.** — Speed limits are in effect in designated areas on the charts. Maximum speeds are posted in kilometres per hour over the ground. Refer to the *Vessel Operation Restriction Regulations of the Canada Shipping Act, 2001* for precise information. Enforcement officers patrol the zones and may charge boaters found exceeding the speed limit.

64 **Watch your wake.** — Boat wake causes damage to private property, the natural environment and other vessels. Vessel operators should be aware of the speed at which their boat produces a maximum and minimum wake, and adjust their cruising speed accordingly.

65 **Caution.** — There are many designated swimming areas along the waterway, but this sport is practised in other than the designated areas. Boaters are cautioned to keep watch for swimming activities throughout the system.

66 **Approach wharves.** — Certain portions of entrance walls at locks are designated as approach wharves. Each approach wharf is designated by means of a sign or symbol as, or painted with a blue stripe indicating, a mooring space for vessels waiting to enter a lock. No other use of the approach wharves is permitted during the hours of operation of the lock, unless the vessel is waiting to enter the lock.

67 **Signals for locks and bridges.** — Three blasts of five seconds each should be sounded on a whistle, horn or siren to indicate to the lockmaster or bridge-master your approach to a lock or bridge that requires to be opened. As most of the lock gates are manually operated, it is normal to open only one gate for small craft. Lock staff will open both lock gates when requested to do so by a vessel operator.

68 The locks and most bridges throughout the waterway operate on a time schedule. It is advisable to check on this schedule with a lockmaster prior to embarking on a trip.

69 At some *Trent-Severn Waterway* lock stations, a green traffic light is your signal to proceed. Approach the lock chamber cautiously and follow the instructions of staff.

70 **Fire prevention.** — For safety reasons, vessel operators and their passengers must not smoke, idle engines, operate open flame appliances during a lock operation, or restart their engines until instructed by lock staff. In particular, turn off gas-powered generators and pilot lights, including

the gas control valve on all gas appliances. Leave the bilge blower on.

71 **Dams.** — Vessel operators are advised to exercise extreme caution in the vicinity of dams because of dangerous currents and undertows.

72 **Charts.** — The boater must have the appropriate *Canadian Hydrographic Service* charts in use when navigating the *Trent-Severn Waterway*.

73 In order to show as much information as possible on charts it is necessary to use symbols and abbreviations. The *Canadian Hydrographic Service* publishes *Chart 1*, a booklet displaying all the symbols and abbreviations used on Canadian charts together with their meanings.

74 **Caution.** — The *Trent-Severn Waterway* charts are corrected to the date of publication only. For subsequent corrections consult the *Notices to Mariners*. The release of reprints or new editions of charts is announced in *Notices to Mariners*. Only the latest and largest scale edition of a chart may legally be used for navigation.

75 The *Trent-Severn Waterway* and surrounding territory is constantly under development. New bridges, new overhead cables, the removal of cribs, and other construction projects are in progress from time to time, thus the boater may encounter features that are not shown on his chart or are changed. Changes and additions are listed in *Notices to Mariners*.

76 **Reliance on a chart.** — The value of a chart depends largely on the accuracy and detail of the surveys on which it is based.

77 The date of survey, or a statement of the authorities on which a chart is based, is given under the title of the chart. Mariners are cautioned, however, that when a chart is compiled from several sources the dates and areas of the surveys may be difficult to define. For this reason new charts and some new editions will have a source classification diagram to show the type of survey data used in the construction of the chart.

78 A chart represents general conditions at the time of the original survey and also includes any changes reported to the *Canadian Hydrographic Service* before the edition date shown on the chart. Areas with sand or mud, especially in the entrances and approaches to rivers and bays, are subject to change; extra **caution** is necessary in such areas.

79 In regions where reefs and rocks abound it is always possible that surveys may have failed to find every obstruction. When navigating in such waters, customary routes and channels should be followed and waters avoided where irregular and sudden changes in depth indicate conditions associated with shoal areas and pinnacle rocks.

80 The appearance of the chart may show the thoroughness of the surveys on which it is based. It should be borne in mind, however, that a chart drawn from an old survey with few soundings may have had further soundings added to it later,

from ships tracks on passage, thus masking the inadequacy of the original survey.

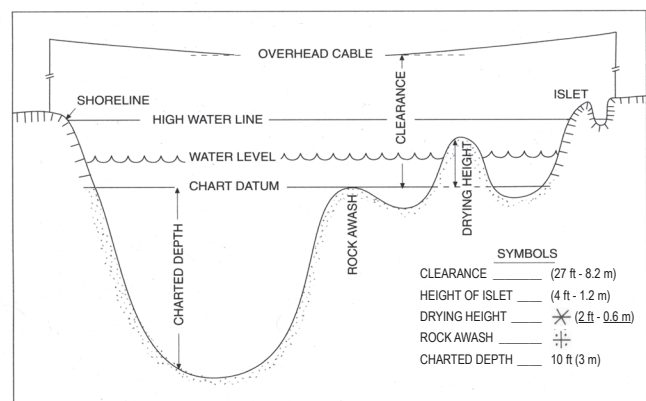
81 **Metric charts.** — The *Canadian Hydrographic Service* has embarked on a program to convert all charts to the international metric (SI) system. Mariners should pay particular attention to whether the soundings on a chart are shown in fathoms, feet or metres.

82 On new metric charts based on recent surveys, more depth contours will be shown but fewer soundings. With metric charts using information from old charts converted to metres, it is important that the date of the survey should be considered before the appearance of the chart. In such cases an assessment of reliability can best be made from the source classification diagram and from the completeness and detail of depth contours.

83 Where more than one chart covers an area, the largest scale chart should always be used for navigation because dangers and aids to navigation will then be shown in greatest detail.

84 **Chart datum.** — The water level of a lake or river is always changing due to variations in supply and discharge or to meteorological disturbances. For reasons of safety, the depths on a chart refer to a water level which is low enough that the water will seldom be lower. This low water level is called *chart datum* and is agreed jointly by Canada and the United States for each of the Great Lakes.

85 The elevation of *chart datum* varies throughout the *Trent-Severn Waterway* and is defined as the minimum controlled water level for the upper reach of each lock. These levels are indicated on the profile that is shown on the cover of each chart. The elevations of chart datum in the *Trent-Severn Waterway* are given as heights above Geodetic Datum. At the entrances on Lake Ontario and Georgian Bay, however, the elevations of chart datum are given as heights above International Great Lakes Datum (IGLD) 1985, which is a reference level where zero is defined as the mean sea level at Rimouski, Quebec.



DATUM, HEIGHT AND CLEARANCE DIAGRAM

86 In each reach of the waterway the water level is maintained at or above chart datum during the navigation season. As a result the water depth will usually be slightly greater than that shown on the chart.

87 The diagram shows the relationship between chart datum and other levels and clearances:

88 High water line is a level above which the water will seldom rise, and it is used to define the shoreline on a chart. Height refers to a feature projecting above the high water line, and drying height refers to a feature which rises to between chart datum and the high water line.

89 Awash refers to a feature with the same elevation as chart datum.

90 In non-tidal waters such as the Great Lakes area heights of islands, drying heights and clearances are given above chart datum.

91 In the *Trent-Severn Waterway* the high water line is defined as the maximum controlled water level for the upper reach of each lock. Boaters are cautioned that during times of exceptionally high water levels the water may rise above this high water line.

92 **Water level information.** — In the *Trent-Severn Waterway*, water level information can be obtained from water level staffs installed at each lock or from the lock-master.

93 The *Canadian Hydrographic Service*, Central and Arctic Region, operates a network of voice-announcing water level gauging stations on the Great Lakes and St. Lawrence river. These can be accessed by telephone:

Lake Superior

at Thunder Bay	807-344-3141
at Rosport	807-824-2250
at Michipicoten	705-856-0077
at Gros Cap	705-779-2052

St. Marys River

above the lock at Sault Ste. Marie	705-949-2066
below the lock at Sault Ste. Marie	705-254-7989

North Channel

Thessalon	705-842-2215
at Little Current	705-368-3695

Georgian Bay

at Parry Sound	705-746-6544
at Midland	705-526-6413
at Collingwood	705-445-8737

Lake Huron

at Tobermory	519-596-2085
at Goderich	519-524-8058

St. Clair River

at Point Edward (Sarnia)	519-344-0263
at Port Lambton	519-677-4092

Lake St. Clair

at Belle River	519-728 2882
----------------	--------------

Detroit River

at Amherstburg	519-736-4357
----------------	--------------

Lake Erie

at Bar Point	519-736-7488
at Kingsville	519-733-4417
at Erieau	519-676-1915
at Port Stanley	519-782-3866
at Port Dover	519-583-2259
at Port Colborne	905-835-2501

Lake Ontario

at Port Weller	905-646-9568
at Burlington	905-544-5610
at Toronto	416-868-6026
at Cobourg	905-372-6214
at Kingston	613-544-9264

St. Lawrence River

at Brockville	613-345-0095
above the lock at Iroquois	613-652-4426
below the lock at Iroquois	613-652-4839
at Morrisburg	613-543-3361
at Cornwall	613-930-9373
at Summerstown (Lake St. Francis)	613-931-2089

94 When one of these gauging stations is called, the caller will be asked to press 1 on the touch-tone telephone for English or 2 for French. If it is not a touch-tone phone, the message in English will start after a few seconds and the French message will follow. The message gives the present water level in metres above chart datum at that station, followed by the high and low water levels recorded during the previous 12 hours. The height of the presently-adopted chart datum for that station is then given in metres above *International Great Lakes Datum 1985*. Pressing 1 or 2 at any time during the message will start it again from the beginning, and 0 will end the call. Please call the Burlington office at 905-336-4844, toll-free 1-877-247-5465, during office hours (08:00 to 16:00) or fax 905-336-8916 or by e-mail CATCWL@dfo-mpo.gc.ca to report any problems or for additional information.

95 Monthly mean levels and a six month forecast for each of the Great Lakes are published in the form of a *Monthly Water Level Bulletin*. The bulletin is available at http://www.waterlevels.gc.ca/C&A/bulletin_e.html. Information on present or historical levels can also be obtained by calling the Burlington office at 905-336-4844 or 1-877-247-5465, during office hours.

96 In order to determine the depth of water likely to be encountered during calm weather, the observed or forecast water level, adjusted to the datum of the chart if necessary, may be applied to the charted depth.

97 **Caution.** — Boaters are cautioned that fluctuations of water levels may result in available depths being less than charted depths due to extremely low levels, and in overhead

clearances of bridges and cables being less than charted due to high levels. Low-lying islands, wharves and other charted features may be covered due to high water levels.

98 **Fixed bridge clearances.** — The minimum charted overhead clearance for the *Trent-Severn Waterway* is 22 feet (6.7 m); however with exceptionally high water levels the actual clearance has been reduced to 15 feet (4.6 m) at the bridge at Kilometre 139.7. This extreme situation seldom occurs and when it has happened it has been before the opening of navigation.

99 In the Scugog branch, from Sturgeon Lake to Port Perry, the minimum charted overhead clearance is 12 feet (3.7 m) under a footbridge at Lindsay. At high water levels this may be reduced to an actual clearance of 10.5 feet (3.1 m).

Water Levels

100 Fluctuations in **water levels** in nontidal areas are the result of a large number of factors that occur naturally and may also be influenced by the activities of man. Each of these factors operates on a timescale that varies from hours to years.

101 **Hydrologic cycle.** — The Hydrologic cycle can be described as the continuous circulation of water between the atmosphere, the land, the oceans, lakes and rivers. Water falls on the land, vegetation, lakes and rivers in the form of rain or snow. Once on land, the water either flows directly into lakes and rivers as runoff or is temporarily stored on the land as snow or in the soil as groundwater. Having reached the lake, the water either returns to the atmosphere by evaporation from the lake surface or leaves the lake as stream flow at the lake outlets. The water that returns to the atmosphere as water vapour, forms clouds and eventually precipitation, thus repeating the cycle.

102 In the Great Lakes the Hydrologic cycle causes an annual cycle or pattern in the lake levels. This is partly because precipitation during the winter is usually stored as snow or ice, raising water levels in the spring when it melts. A stronger factor, however, is evaporation: in the cool days of spring there is less evaporation, but over the long hot days of summer this increases, reaching a peak in September and October. This coincides with lower rates of rainfall and results in a lowering of water levels that continues over the winter.

103 Superimposed on this annual cycle of water levels, several factors cause short-term fluctuations that occur over time frames ranging from hours to days.

104 **Atmospheric pressure.** — If there is a difference in atmospheric pressure over a body of water, the water level will be lower under the area of high pressure and higher under the area of low pressure. In the absence of other forces, the water surface slopes to adjust to the differences in atmospheric

pressure between two locations. A one kPa (kilopascal) difference in atmospheric pressure, for example, will cause a ten centimetre difference in water level.

105 **Wind set-up.** — The term wind set-up refers to the slope of the water surface in the direction of the wind stress; the water level at the downwind end of the lake will rise. The difference in water level between the two ends of the lake depends on the length, shape and depth of the lake and the duration, direction and speed of the wind; the change in water level is greatest when a strong wind blows over a long, shallow lake for a long time.

106 **Storm surges.** — Storm surges are pronounced increases in the water level associated with the passage of storms. Although most of the change is a direct result of atmospheric pressure and wind set-up, the storm traveling over the water surface can cause a long surface wave to travel with it. The change in water level caused by these disturbances may be more pronounced in certain parts of a lake as a result of shoaling water or of funnelling by shoreline configuration or of a gradually sloping inshore bottom which reduces the reverse sub-surface flow.

107 **Seiches.** — A seiche is the free oscillation of water in a closed or semi-closed basin; it is frequently observed in harbours, bays, lakes and in almost any distinct basin of moderate size. A seiche is usually started by meteorological disturbances, then the water surges back and forth until the oscillation is damped out by friction.

108 The seiche period is the time from peak to peak of the oscillation, and it varies with the basin length and depth. The main body of water may oscillate longitudinally or laterally at different periods, while bays or harbours off the main body may oscillate at their own particular seiche period. The typical longitudinal seiche period is about 5 hours for Lake Ontario with a range of 0.7 ft (0.2 m). The typical longitudinal seiche period is about 14 hours for Lake Erie with a range of 7 ft (2 m). Seiches generally last for only a few oscillations, but may be frequently regenerated.

109 The largest seiches are usually found in large shallow lakes, and the seiches in Lake Erie have occasionally reached 7 feet (2.1 m) in height, though in Lake Ontario they have seldom reached 1 foot (0.3 m).

110 **Astronomical influence.** — Tides are the periodic rise and fall of the water resulting from the gravitational interactions between the sun, moon, and earth. Tides in the Great Lakes have a very small range of only a few centimetres.

Currents

111 **Currents.** — Wind-driven currents are the main feature of surface circulation in the Great Lakes. Since the speed and direction of wind-driven currents depend on the

wind which creates them, they are difficult to predict, but in most cases the direction of wind-driven currents in open water is up to 70° to the right of wind direction, and the rate is 1 to 2 per cent of the wind speed. The surface current may continue after the wind has dropped.

112 The speed and direction of currents also depend on many factors such as the depth and shape of the lake, the difference in temperature between the air and the surface water, and the presence of layers of water of different temperatures. Currents are also generally stronger in the fall due to stronger winds and the change in air–water temperature differences.

113 The boater may also encounter strong currents resulting from the discharge of locks along the waterway. If the boater feels that his craft is incapable of navigating safely through such an area he should consult the lock-master.

114 **Caution.** — In the channel below Big Chute marine railway there is a strong cross current from the discharge of a power station. Because of the cross current and the winding channel boaters are warned to navigate this stretch with **caution**.

Meteorological Information

115 **Weather systems.** — Weather plays an important role in the enjoyment experienced in operating small craft, and one feature of the climate of the Great Lakes basin familiar to all its inhabitants is the variety of weather conditions on an almost day to day basis. This is due to the passage of pressure systems.

116 Being near the continental centre of North America, the Great Lakes area is the convergence point for air masses from the Arctic Ocean, Pacific Ocean, western North America, Gulf of Mexico and the Atlantic Ocean; the clear skies usually associated with high pressure systems are interrupted every few days by the passage of low pressure systems, with overcast skies and precipitation.

117 Areas of low pressure originating over western North America and the Pacific Ocean follow several preferred tracks across the continent, with the storms moving eastward then swinging NE when they reach the Great Lakes.

118 These rapid and marked weather changes occur year round. Severe weather is more common in late fall and early winter because large intense storms require the energy that is then available from the sharper contrasts between the polar air and the tropical air. Another factor is the large amount of extra heat energy and moisture from the relatively warm open waters of the Great Lakes.

119 The passage of the warm sector of the low pressure area is marked by steadier temperatures and pressure, with clear or partly cloudy skies and some haze or fog. The passage of the cold front is generally marked by the approach from

the west of a bank of convective clouds, a rapid veering of the wind to the west or NW and sometimes sudden squalls, heavy showers and thunderstorms. After the passage of the cold front the barometer rises rapidly, usually with clearing weather and a drop in temperature.

120 For an observer north of the track of the centre of the weather system, the changes in the weather are not as rapid nor as distinctive, and the winds ahead of the low “back” gradually from east through north to NW. The weather conditions also vary more gradually from those found ahead of the warm front to those behind the cold front.

121 The most severe storms usually come from a SW or west direction, but such storms are less frequent in summer months. Storms approaching from the west or NW are generally less severe, rarely producing severe gales.

122 Climatological statistics for three stations along the route are given in three tables in the Appendices but these statistics cannot replace the weather forecasts and actual weather reports available from local radio stations and newspapers. These forecasts are especially important for the small craft operator to ensure safe navigation over the Lake Simcoe and Rice Lake portions of the waterway, since bad weather will be felt much more severely over these wide open areas than over the relatively placid stretches of canal and river.

123 **Winds.** — Winds favour a west to SW direction over the region. During the boating season from May to October, the mean speeds of winds from all directions vary between 5 and 8 knots, with the minimum values in July and August. In general, however, winds over water surfaces are stronger (by 20 to 40%) than those recorded at land stations. This is mainly due to differences in surface friction between land and water and the stability of the atmosphere due to air–water temperature differences.

124 During the day, the strongest winds usually occur early in the afternoon when the sun is high while the lightest winds occur most frequently between the hours of two and four in the morning. However, when a major storm moves through, usually during the spring and fall, moderately strong winds will continue unabated through the night.

125 The effects of high winds are generally more serious when the winds blow along the length of a body of water for a considerable length of time. Islands offer some shelter and help reduce the wind force but may cause local gusty winds. In addition, a constriction at the down-wind end of the lake can cause a funnelling effect and an increase in wind strength and wind effects.

126 Strong gusty winds associated with thunderstorms occur for brief periods primarily during the summer season. Boaters — particularly on the more open bodies of water — should be on the alert to head for shelter quickly when thunderstorms are expected.

127 **Tornadoes.** — Tornadoes are rare in southern Ontario, but two or three tornadoes per year are likely to cause damage somewhere in the area of the Great Lakes. Tornadoes are generally associated with thunderstorms or other unsettled weather conditions and usually occur between May and October, and most often in the late afternoon.

128 **Weather reports.** — Marine weather reports are broadcast continuously on VHF Channel 21B or 83B by all *Canadian Coast Guard* MCTS Centres. These reports include marine area forecasts in both *MAFOR* code and plain language, *Near Shore* forecasts for small craft, and reported weather at selected sites.

129 Marine weather forecasts and weather warnings are also broadcast continuously by *Environment and Climate Change Canada* from dedicated *Weatheradio Canada* transmitter stations around the Great Lakes area. These broadcasts are on special VHF “weather” frequencies; reception can generally be expected within 33 to 66 miles of the transmitters, as follows:

Belleville	162.425 MHz
Kawartha Lakes	162.4 MHz
Orillia	162.4 MHz
Peterborough	162.550 MHz

130 Many commercial radio stations also broadcast marine weather forecasts several times daily during the boating season. In the *Trent-Severn Waterway* area such stations include:

Quinte	CJBQ-AM	800 kHz
Quinte	CIGL-FM	97.1 MHz
Peterborough	CKPT-FM	99.7 MHz
Peterborough	CKQM-FM	105.1 MHz

131 Weather forecasts for the Lake Simcoe and Lake Couchiching area can also be obtained upon request from the lock personnel at Gamebridge lock (lock 41) and Couchiching lock (lock 42) respectively.

132 A recorded message with the marine forecast for the Bay of Quinte area can be heard by calling 613-392-0020.

Publications

133 **Publications.** — In addition to charts for the area and this booklet, there are several other publications of use to the pleasure craft operator. Except as otherwise noted, the publications listed below can only be obtained from authorized *Canadian Hydrographic Service* Chart Dealers. For a complete and up to date list of authorized dealers or information regarding official *CHS* Digital Data, please visit our website at: www.charts.gc.ca.

134 The *Catalogue of Canadian Nautical Charts and Publications (Ontario/Manitoba, including the Great Lakes)* — 3 provides an index of charts and their coverage for the Great Lakes area. It also contains a list of dealers who sell

Canadian charts together with their phone numbers. Canadian nautical publications and where they can be obtained are also listed.

135 The *Monthly Water Level Bulletin — Great Lakes* is published and distributed free of charge by the *Canadian Hydrographic Service (CHS) — Central and Arctic Region*. To subscribe, contact the *CHS, Tides, Currents and Water Levels*, 867 Lakeshore Road, P.O. Box 5050, Burlington, Ontario, L7S 1A1, or by calling the toll free line 1-877-247-5465, or at CATCWL@dfo-mpo-gc.ca.

136 *Ontario Boating* (see <http://www.boatingontario.ca> from Ontario Marine Operators Association) is useful for boaters transiting the waterway. The brochure from *Parks Canada: Boating Safely – Rideau Canal – Trent-Severn National Historic Sites* (<http://www.pc.gc.ca/eng/lhn-nhs/on/trentsevern/visit/visit1.aspx>) is also full of useful information.

Regulations

137 **Regulations — General.** — There are several regulations which apply to the operators of small craft in Canadian waters. The most important regulations and their intent are mentioned in the notes that follow for the convenience of the boater. Operators of small craft are cautioned that these notes are printed only for determining general impressions and that no liability is accepted for failure to publish complete details of any particular regulation.

138 For further information on Acts and regulations of Canada, consult the Justice Laws Website at <http://laws.justice.gc.ca/eng/>.

139 **Collision Regulations.** — Brief extracts of the rules of the road for small craft are contained in the *Safe Boating Guide* issued free by *Transport Canada* at <http://www.tc.gc.ca/media/documents/marinesafety/TP-511e.pdf>. For full details of the collision regulations for small craft, boaters should consult the Justice Laws Website at <http://laws.justice.gc.ca/eng/>.

140 **Small Vessel Regulations.** — These regulations of the *Canada Shipping Act, 2001* apply to vessels that are principally maintained or operated in Canada, and cover licensing and equipment requirements.

141 **Speed regulations.** — Speed limits for certain areas covered by this booklet have been proclaimed by law under the *Vessel Operation Restriction Regulations* of the *Canada Shipping Act, 2001*, and violators can be prosecuted by law enforcement agencies under these regulations. These areas are generally marked by signs either on a buoy anchored on the edge of the channel or by sign posts along the shoreline.

142 The **Criminal Code** contains prohibitions against certain acts by vessel operators. Offences include, among others, of operating a vessel in a manner that is dangerous

to the public, dangerous operation causing bodily harm, dangerous operation causing death, operation while impaired, operation while impaired causing bodily harm and operation while impaired causing death. Penalties range up to life imprisonment.

143 **The Canadian Aids to Navigation System.** — Section 129 of *Canada Shipping Act, 2001*, states that: If a vessel, or anything towed by a vessel, runs down, moves, damages or destroys an aid to navigation in Canadian waters, the person in charge of the vessel shall, without delay, make a report to a marine communications and traffic services officer or, if that is not feasible, to an officer of the Canadian Coast Guard.

144 **Radar reflectors.** — Radar reflectors are required for boats under 66 feet (20 m) in length and boats built of mostly non-metallic materials. A radar reflector is not required if: the boat is used in limited traffic conditions, daylight and favourable environmental conditions, and where having a radar reflector is not essential to the boat's safety; or the small size of the boat or its operation away from radar navigation makes it impossible to install or use a radar reflector. For further details see the publication *Safe Boating Guide*.

145 **Pollution regulations.** — The attention of boaters is drawn to the provisions of the *Vessel Pollution and Dangerous Chemicals Regulations* and *Ontario Regulation 675/98, Classification and Exemption of Spills and Reporting of Discharges* from the *Ontario Environmental Protection Act*. See <https://www.ontario.ca/laws/regulation/980675>. These regulations, which are strictly enforced, expressly forbid the discharge from vessels of oil, oily mixtures, garbage or substances listed in the regulations as pollutants. See <http://laws.justice.gc.ca/eng/regulations/sor-2012-69/page-1.html> for more information. To make a report pursuant to the *Ontario Regulation 675/98, Classification and Exemption of Spills and Reporting of Discharges*, if in waters adjacent to Ontario, contact the Spills Action Centre, *Ministry of the Environment and Climate Change*, at 416-325-3000, or if within Ontario, 1-800-268-6060.

146 **Pleasure Boat Sewage Discharge Regulations.** — R.R.O. 1990, Reg. 343: DISCHARGE OF SEWAGE FROM PLEASURE BOATS under *Environmental Protection Act*, R.S.O. 1990, c. E.19, is designed to eliminate the discharge of sewage from pleasure boats into Ontario's waters. In brief, the Regulation is as follows:

147 No person shall discharge or deposit, or cause or permit to be discharged or deposited, into any water, sewage from a pleasure boat. R.R.O. 1990, Reg. 343, s. 2. The owner and the operator of every pleasure boat in which a toilet is installed shall ensure that, while the boat is on water,

- (a) the boat is equipped with storage equipment; and
- (b) such toilet and storage equipment are installed so as to be non-portable. R.R.O. 1990, Reg. 343, s. 3.

The owner of a pleasure boat in which a toilet or toilets and storage equipment are installed shall ensure that each toilet and the storage equipment are installed so that,

- (a) the toilet and equipment are connected in such a manner that the equipment receives all toilet waste from the toilet;
- (b) equipment designed for the storage of human excrement is provided with a deck fitting and such connecting piping as is necessary for the removal of toilet waste by shore-based pumping equipment;
- (c) no means of removal of toilet waste is provided other than the means mentioned in clause (b);
- (d) equipment designed for the incineration and storage of human excrement is supplied with such electrical current or other source of heat as is necessary to reduce to ash all excrement deposited therein; and
- (e) all parts of the system for removal of toilet waste are congruent with one another and the boat. R.R.O. 1990, Reg. 343, s. 4.

148 The regulations fall into that overall category of marine legislation that can be enforced by various peace officers including *RCMP*, *Transport Canada* inspectors and others. Summary fines similar to traffic tickets are possible, as are significant financial penalties depending upon the seriousness of the offence.

149 More information may be obtained from the *Ontario Ministry of the Environment and Climate Change*, 8th floor, 5775 Yonge Street, North York ON M2M 4J1 Toll free: 1-800-810-8048 Tel: 416-326-6700. See <https://www.ontario.ca/page/ministry-environment-and-climate-change>.

150 **Hunting and Fishing Regulations.** — Hunting and fishing activities in Ontario are both strictly controlled, and copies of the appropriate regulations must be obtained by visitors. These pamphlets are widely available (<http://www.ontario.ca/document/ontario-hunting-regulations-summary>) and (<http://www.ontario.ca/document/ontario-fishing-regulations-summary>) and detail information about the various Open Seasons and licence requirements for both visitors and residents.

151 **Indian Act.** — There are places in the area covered by this publication which are Reserves that were established in early treaties and "set apart ... for the use and benefit of a band (of Indians)". These areas, which frequently front onto the water, are marked on the charts and an effort should be made to respect this property and avoid trespassing on it.

152 Because Reserves may not be marked with warnings to the public, trespassing may occur unwittingly. Normally a request to leave will be sufficient to terminate an act of trespass. If minor damage to property has occurred and the trespasser is willing to pay compensation, it may be accepted; if substantial damage has been caused by a trespasser charges may be laid.

153 However, where band members operate booths for selling handicrafts or other items to the public, it is implied that visitors are invited to their premises; this is not a trespass. Similarly, where it is the custom for members of the public to attend special band events such as rodeos or ceremonial dances, the consent of the band is implied unless it indicates otherwise.

154 When making purchases on an Indian Reserve it will be useful to remember that:

155 (1) No person may, without the written consent of the Minister, acquire title to any of the following property, situated on a reserve, namely;

- (a) an Indian grave house;
- (b) a carved grave pole;
- (c) a totem pole;
- (d) a carved house post; or
- (e) a rock embellished with paintings or carvings.

156 (2) Subsection (1) does not apply to chattels referred to therein that are manufactured for sale by Indians.

157 (3) No person shall remove, take away, mutilate, disfigure, deface or destroy any chattel referred to in subsection (1) without the written consent of the Minister.

Aids to Navigation

158 **Daymarks**, unless otherwise stated, for leading lights described in *Sailing Directions* are of the shape for typical range daymarks as described in *The Canadian Aids to Navigation System (TP 968)*. An unlighted “daymark range” is interchangeable with “leading beacons” as described in *Chart 1, Q120*.

159 **Buoys**. — Mariners should not rely on buoys being in their charted positions at all times. Buoys should be regarded as aids to navigation and not as infallible navigation marks. The position of any buoy may not be as charted due to the effects of weather or circumstance. Mariners should always navigate their vessels by bearings or angles on fixed shore objects and by soundings whenever possible, rather than by complete reliance on buoys.

160 Large areas of Canadian navigable waters freeze over in winter and many buoys are lifted for the ice season. Some of these are replaced by spar buoys or other types of buoys. Details of winter aids to navigation are promulgated in *Canadian Notices to Shipping*. The movement of ice and the operation of icebreakers can move buoys from their charted positions.

161 In cases where it is necessary to establish a buoy near an existing aid to navigation or a navigational hazard such as a shoal, sounding, reef or ledge, the buoy symbol may be offset slightly on the chart so that the existing symbol or hazard is not overprinted.

162 Light buoys, buoys using sound signals (bell or whistle) and fog signals may not give their true characteristics due to mechanical failure, icing or storm effect, or (in the case of bell and whistle buoys) calm weather.

163 **Buoyage**. — The Canadian system of buoyage is based on *Region B* of the *Maritime Buoyage System* developed by the *International Association of Lighthouse Authorities* and adopted by all major maritime nations.

164 The shape and/or colour of the buoy and the flash characteristic of the light on the buoy indicate the function of the buoy. It is essential that mariners use up-to-date charts with this system. *Chart 1, Symbols and Abbreviations* explains the buoyage symbols used on Canadian charts. The Canadian system includes Lateral, Cardinal and Special buoys.

165 The **Lateral System of buoyage** indicates the course of a navigable waterway; the sides of the navigable waterway are indicated by buoys of a defined shape, colour or light characteristic in relation to the upstream direction. This upstream direction is the direction from seaward, toward the head waters, into a harbour, up a river, or with the flood tidal stream. Along the small craft routes, the upstream direction is shown on the charts by the solid red line marking the track usually followed.

166 **Lateral buoys** indicate the side on which they may be safely passed. There are five types of lateral buoys: port-hand, starboard-hand, port bifurcation, starboard bifurcation and fairway.

167 **Isolated danger buoys** mark hazards that have navigable water all around them, such as a rock or a wreck, and should be kept to port when passing. Consult the chart for details of the obstruction.

168 **Cardinal buoys** indicate the location of the safest or deepest water by reference to the cardinal points of the compass. There are four cardinal buoys: north, east, south and west.

169 **Special purpose buoys** convey information which, while important, is not primarily intended to assist in navigation. They may include a variety of shapes of lighted and unlighted buoys, and they may have yellow reflective material. Except for the *Scientific buoy (Ocean Data Acquisition System)*, all special purpose buoys may display a yellow flashing (Fl) light.

170 **Buoy numbering** applies only to starboard and port hand buoys; starboard hand buoys have even numbers and port hand buoys have odd numbers. Buoy numbers increase in the upstream direction and are kept in sequence on both sides of a channel by omitting numbers where required. Buoy numbers are usually preceded by one or two letters to help with channel identification. Other types of buoys do not have numbers but are identified only by letters. All buoy numbers and letters are white or reflective silver.

171 **Sound signals**, such as a bell or a whistle activated by the motion of the buoy in the water, may be fitted to any of the buoys in the Canadian buoyage system.

172 **Daybeacons** are sometimes used to mark channel entrances, approaches and bridges; they indicate the channel or the preferred channel. The “hand” of daybeacons, starboard or port hand, is determined in the same way as that of buoys.

173 **Racons.** — When precise identification of a buoy is considered essential, the buoy may be fitted with a radar beacon (RACON). Section 2 of the *Radio Aids to Navigation* publication provides a complete list of RACONS with information such as name and location, range, arc and identifier. The *List of Lights, Buoys and Fog Signals* publication will also provide some information on the RACON.

174 **NOTE.** — More information on aids to navigation is contained in the booklet *The Canadian Aids to Navigation System*, available from the *Canadian Coast Guard* at: www.ccg-gcc.gc.ca.

Cables

175 **Overhead cables.** — **Overhead clearances** of bridges and cables in the Great Lakes area, being in non-tidal waters, are given above chart datum. This means that the height of the water level above chart datum must be subtracted from the charted clearance to give the actual clearance at a particular time. Certain other conditions may also reduce the overhead clearance. Some, such as heavy branches hanging on the overhead cable or a heavy load of wet snow or ice, may be obvious but others, such as damage to a bridge or to a supporting pole, may not be so noticeable.

176 Boaters are further cautioned to allow extra clearance when passing under overhead power cables carrying high voltages; a safe clearance depends on the line voltage and possible overvoltages. To avoid the dangers of possible electrical discharge when passing under such cables, boaters may have to allow a safe margin of at least 23 feet (7 m).

177 **Protection of submarine cables.** — **Submarine cables** are laid along or across channels and between islands in many areas. Where known, cable areas and the individual tracks of submarine cables are subject to frequent change as new cables are laid and existing cables recovered or modified. For this reason charts may not show all cables. Boaters are **cautioned** to avoid anchoring or fishing near a submarine cable in order to avoid any possibility of entanglement or damage.

178 In the event of any vessel fouling a submarine cable, every effort should be made to clear the anchor or gear by normal methods, taking care to avoid any risk of damaging the cable; should these efforts fail, the anchor or gear should be slipped and abandoned without attempting to cut the

cable. High voltages are fed into certain submarine cables other than power transmission cables; serious risk exists of loss of life due to electric shock, or at least of severe burns, if any attempt to cut the cable is made. No claim in respect of injury or damage sustained through such interference with a submarine cable will be entertained.

Use of Radio

179 **Radio.** — All maritime mobile radios must be licensed by *Innovation, Science and Economic Development Canada*. This licence specifies which channels may legally be used and should be posted near the radio. All persons using the radio must have an operator’s certificate, also issued by *Innovation, Science and Economic Development Canada*. Further information may be obtained from *Industry Canada c/o Spectrum Management Operations Branch (JETN, Room 1583D) 235 Queen Street, Ottawa, Ontario K1A 0H5 Attention: DOS-P or by E-mail: ic.spectrumpublications-publicationsduspectre.ic@canada.ca*.

180 **Caution.** — Reception or transmission of VHF DSC radio frequencies is markedly degraded over land areas. The *Trent-Severn Waterway* may have areas of poor or no contact with a *Marine Communications and Traffic Services (MCTS)* centre. Consult Section 4 of *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)* for maps of VHF-DSC coverage (*this publication is available at: <http://www.ccg-gcc.gc.ca/Marine-Communications/Home>*).

181 The Canadian Government maintains a VHF ship/shore communication system in the Great Lakes consisting of *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* Centres with remotely controlled transmitting and receiving facilities to extend their range. This system provides: a 24-hour Marine Safety Service, information on aids and dangers to navigation, weather observations and forecasts, ice advisory service, marine information service, and facilities for handling messages or telephone conversations between ship and shore.

182 All *Canadian Coast Guard MCTS* centres and *Coast Guard* vessels on the Great Lakes and connecting waterways keep a continuous watch on the international distress and calling frequency, VHF Channel 16 (156.8 MHz). Full details are given in *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)* published by the *Canadian Coast Guard* at www.ccg-gcc.gc.ca.

183 A ship-to-ship and ship-to-shore identification system, similar to aircraft identification transponders, has been developed with guidelines from the International Maritime Organization (IMO), International Telecommunication

Union (ITU) and the International Electro-technical Commission (IEC). **Automatic Identification System (AIS)** transponders use *GPS* technology and can transmit ship identification, voyage information, position and present course and speed to other similarly equipped vessels and shore stations for safety and security purposes. Aids to navigation are also being equipped with *AIS* transponders to enhance navigation safety in inclement weather. For details on carriage requirements, see Chapter V, Regulation 19 of the *International Convention for the Safety of Life at Sea (SOLAS), 1974*. In the United States and on the Great Lakes, *AIS* is mandatory for most vessels. *AIS*, as with other electronic aids to navigation, must be properly set up and maintained, and used with **caution**.

184 The **NAVSTAR Global Positioning System (GPS)** uses a constellation of at least twenty-four satellites to provide the necessary data so that the receiver can continuously compute its latitude, longitude and ellipsoid height. The satellites are located in space at sufficient height and separation that a minimum of four will always be visible from ground locations (barring any local shielding by mountains, buildings or parts of the ship). *GPS* was declared operational by the U.S. Department of Defence in July 1995 and navigation signals are available to everyone. As with many navigation positioning systems, the obtainable accuracy is a function of the equipment that is installed and the method in which it is used.

185 **Differential GPS (DGPS)** uses real time corrections transmitted from a monitor that is within several hundred kilometres of the ship to improve the accuracy. Several countries, including Canada, are using this method and accuracies within a few metres are achieved.

186 **Radio medical advice.** — Mariners may obtain medical advice by calling any *Marine Communications and Traffic Services (MCTS)* centre and requesting to be connected to a medical professional. The *MCTS* centre will connect the vessel to an appropriate medical professional via the *Marine Telephone System*. Medical advice may also be obtained by addressing a message addressed to “**RADIOMEDICAL**” and routing it via the nearest *MCTS* centre which will refer the message to the nearest medical authority and transmit the reply to the ship.

187 The **Global Maritime Distress and Safety System (GMDSS)** is an international system using improved terrestrial and satellite technology and ship-board radio systems. It ensures rapid alerting of shore-based rescue and communications authorities in the event of an emergency. In addition, the system alerts vessels in the immediate vicinity and provides improved means of locating survivors. All ships subject to the *International Convention for the Safety of Life at Sea (SOLAS), 1974* are required to comply with *GMDSS*; all other vessels equipped with radio are also affected.

188 See *Canadian Coast Guard* publication *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)* for more information, including areas of coverage (sea areas). Mariners are also advised to contact *Transport Canada*, Marine Safety Directorate Offices for communications equipment carriage requirements relating to the *GMDSS*.

189 Boaters in distress should conform to international procedures and use the designated frequency. Should transmission on Channel 16 be impossible, however, any other frequency on which attention might be attracted should be used. It is recommended that the pages of *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)* dealing with distress communications be prominently posted near the radio at all times.

190 **Distress Message.** — If you are in distress (i.e. you are threatened by grave and imminent danger) transmit the International Distress Call “*Mayday Mayday Mayday*” on Channel 16 or any other channel on which attention might be attracted. Any *Canadian Coast Guard MCTS* centre or vessel that hears a distress message will reply and initiate Search and Rescue (SAR) action.

191 **Urgency Message.** — The transmission of a distress message halts all other communications at *Canadian Coast Guard MCTS* centres and Coast Guard vessels, and could start an extensive sea and air search which may continue for several days in bad weather. If you are in urgent need of assistance but not in distress, transmit the Urgency Signal *PANPAN PANPAN PANPAN* on VHF Channel 16 or any other channel on which attention might be attracted. Further details on distress and urgency communications are given in *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)*.

192 **Radar reflectors and SAR.** — Operators of disabled wooden craft which are, or may consider themselves to be, the object of a search are requested to hoist on a halyard or to otherwise place aloft any metallic object which will assist their detection by radar. All Canadian Government vessels and aircraft utilize this equipment and thus can continue searches in darkness and during other periods of low visibility if it can be assumed that the object of the search can be detected through the use of this aid.

193 Observations have shown that wooden hulls and other non-metallic objects may show on radar, depending on their size, orientation, shape and radar-reflecting qualities. They make better radar targets if there are special radar-reflecting devices properly oriented and placed as high above the waterline as possible. The largest available metallic object can be used. Operators of small craft are encouraged to use a radar reflector at all times to help them show on a ship’s

radar. Collapsible radar reflectors are available from most ship chandlers.

194 A **ship-to-air distress signal** for use in Canadian waters has been designed in conjunction with the *Canadian Forces* and the *National Search and Rescue Secretariat*. The signal consists of a cloth painted or impregnated with fluorescent paint showing a disc and square to represent the ball and flag of the international visual distress signal. Evaluation tests by *Canadian Forces* aircraft indicate the most suitable colour combination is black symbols on a background of fluorescent orange-red. The smallest useful size is a cloth 1.8 m by 1.1 m showing symbols which have dimensions of 46 cm and are 46 cm apart. Grommets or loops should be fitted at each corner to take securing lines.

195 As the signal is to attract the attention of aircraft it should be secured across a hatch or cabin top. In the event of foundering it should be displayed by survival craft.

196 Search and rescue aircraft will recognize this as a distress signal and will look for it in the course of a search. Other aircraft on seeing this signal are requested to make a sighting report to the *Joint Rescue Co-ordination Centre (JRCC)* or *Maritime Rescue Sub-Centre (MRSC)*.

197 The signals are commercially available but they may be made at home or aboard ship without difficulty.

198 **Filing sail plan.** — It is a wise policy for small craft operators to prepare a sail plan before starting on a trip and to leave it ashore with a yacht club, marina, friend or relative. It is advisable to check in by telephone at each point specified in the sail plan. This will prevent a needless alert which might set off a comprehensive air and marine search. See *Sail Plan diagram* in the Appendix.

199 **Reporting dangers.** — Boaters are encouraged to report any dangers to navigation or discrepancies in charted or published information of use to the boater. Members of the *Canadian Power and Sail Squadrons* should report by *MAREP*. Other boaters should forward a *Marine Information Report and Suggestion Sheet*, a copy of which is attached to each monthly edition of *Canadian Notices to Mariners*.

Search and Rescue

200 The *Canadian Forces* are responsible for co-ordinating all **Search and Rescue (SAR)** activities in Canada. A **Joint Rescue Co-ordination Centre (JRCC)** is located at the *Canadian Forces Base* at Trenton, Ontario, telephone 1-800-267-7270. The *JRCC* is the headquarters of a co-ordinated network of agencies trained and responsible to search for and to aid vessels, aircraft or persons in distress. There are *Canadian Coast Guard* officers at the *JRCC* who are on continuous watch to arrange the response to marine SAR incidents.

201 All distress situations and requests for assistance in the Great Lakes area should be directed by radio to the *JRCC* via the nearest *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* centre or by any other available means. The *MCTS* will then act as communications centre for the distressed vessel, *JRCC* and rescue craft.

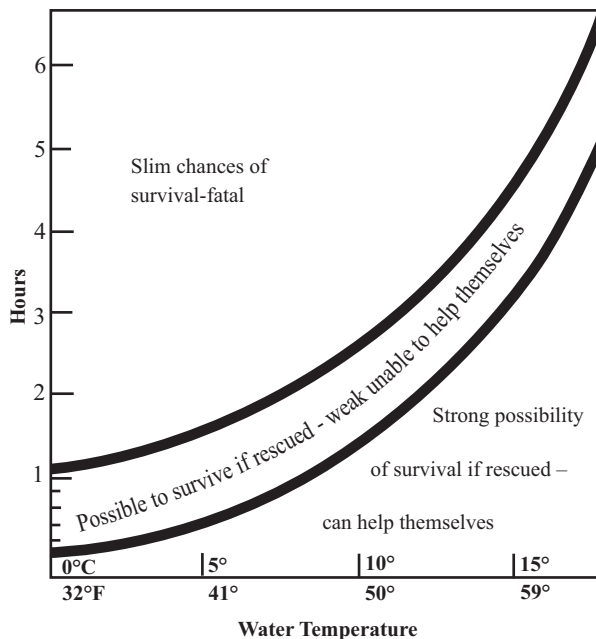
202 All *Government of Canada* ships and aircraft are available for search and rescue duties when required, as are all Canadian-registered ships in accordance with the *Canada Shipping Act, 2001*. In addition, the *Canadian Coast Guard* operates a number of specialized vessels whose prime mission is search and rescue.

203 For further information concerning search and rescue, boaters should consult the annual edition of *Canadian Notices to Mariners* and *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)* published by the *Canadian Coast Guard* at www.ccg-gcc.gc.ca.

204 **Cold water survival.** — Without appropriate protective clothing, even a short period of immersion in cold water causes hypothermia, a lowered deep-body temperature which can be fatal. Protective clothing such as an immersion suit or a Personal Flotation Device (PFD) with good thermal protection helps prevent hypothermia.

205 In cold water, the skin and external tissues cool very rapidly but it takes 10 to 15 minutes before the temperature of the heart, brain and other internal organs begins to drop.

COLD WATER SURVIVAL



Predicted Survival Time *

Situation	Time (Hours)
No flotation	
Drownproofing	1.5
Treading water	2.0
With flotation	
Swimming slowly	2.0
Holding still	2.7
HELP	4.0
Huddle	4.0
Flotation jacket	7.0

* In 10°C water
Clothing worn was cotton shirt, pants and socks plus running shoes.

Intense shivering occurs in an attempt to increase the body's heat production and counteract the large heat loss.

206 Once cooling of the deep body begins, the body temperature falls steadily and unconsciousness can occur when the deep-body temperature drops from the normal 37°C to approximately 32°C. When the body core temperature cools to below 30°C, death from cardiac arrest usually results.

207 Persons without thermal protection become too weak to help themselves after about 30 minutes in water temperature of 5°C, and after an hour the chances of survival are slim even if rescued.

208 Predicted survival times in a water temperature of 10°C are shown in the table.

209 In almost all weather conditions the body cools much faster in water than in air, so the less body surface submerged the better. The parts of the body with the fastest heat loss are the head and neck, the sides of the chest, and the groin. To reduce body heat loss, protect these areas.

210 Two ways of reducing heat loss are:

- (a) HELP (Heat Escape Lessening Position): arms held tight against the sides, ankles crossed, thighs close together and raised;
- (b) Huddle: two or more persons in a huddle with chests held close together.

To use these methods successfully a person must be wearing a lifejacket or PFD.

211 As shown by the table, survival time is greatly increased by wearing clothing that gives thermal protection, including a hood to prevent heat loss through the head.

212 Do not swim to keep warm as this causes extra heat to be lost to the cold water due to the extra circulation to the arms, legs and skin. If you have no PFD, remain as still as you can, moving your arms and legs just enough to keep your head out of water.

213 **Rewarming after mild hypothermia.** — If the casualty is conscious, talking clearly and sensibly and shivering vigorously, then:

- get the casualty out of the water to a dry sheltered area;
- remove wet clothing and if possible put on layers of dry clothing; cover head and neck;
- apply hot, wet towels and water bottles to the groin, head, neck and sides of the chest;
- use electric blankets, heating pads, hot baths or showers;
- use hot drinks but **never alcohol**.

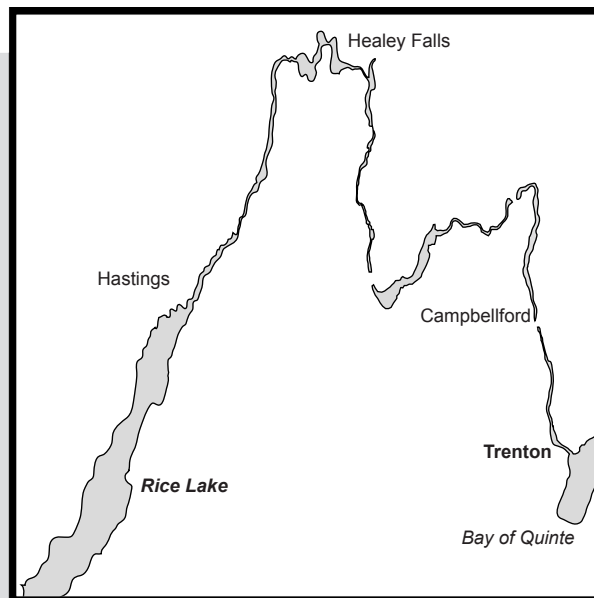
214 **Rewarming after severe hypothermia.** — If the casualty is getting stiff and is either unconscious or showing signs of clouded consciousness such as slurred speech, or any other apparent signs of deterioration, immediately (if possible) transport the casualty to medical assistance where aggressive rewarming can be initiated.

215 Once shivering has stopped, there is no use wrapping casualties in blankets if there is no source of heat as this merely keeps them cold; a way of warming them must be found quickly. Some methods are:

- (a) put the casualty in a sleeping bag or blankets with one or two warm persons, with outer clothing removed;
- (b) use hot, wet towels and water bottles as described above;
- (c) warm the casualty's lungs by mouth-to-mouth breathing.

216 **Caution.** — Warm the chest, groin, head and neck but not the extremities of the body: warming the extremities can draw heat from the area of the heart, sometimes with fatal results. For this reason, do not rub the surface of the body. Handle the casualty gently to avoid damaging the heart.

Trenton to Rice Lake



1 Caution — Depths. — Boaters are reminded that all depths mentioned in this booklet refer to *chart datum*, as do all depths shown on *Canadian Hydrographic Service* charts. *Chart datum* for any given area is a low water level and boaters should refer to the section on chart datum in Chapter 1 for more detail and for information on obtaining day to day water level values.

2 Note — Speed Limits. — Many parts of the route described in this chapter have speed limits provided by the *Vessel Operation Restriction Regulations*. The sections of the waterway covered by these speed limits are generally marked by signs, and the speed limits are strictly enforced by police patrols.

Chart 2021-1

3 The **Trent-Severn Waterway** begins at the city of Trenton, Ontario, where the Trent River empties into the Bay of Quinte. The bay may be entered from the east through Adolphus Reach and Telegraph Narrows, or from the west through Presqu'ile Bay and the Murray Canal.

4 Note. — For details of the small craft routes and facilities of Lake Ontario and in the Bay of Quinte see *Sailing Directions* booklet *CEN 302 — Lake Ontario*.

Presqu'ile Bay

5 Presqu'ile Bay ($44^{\circ}01'N$, $77^{\circ}42'W$) is a small bay on the north shore of Lake Ontario at the entrance to the Murray Canal. The entrance channel from Lake Ontario is narrow and the boater should exercise **caution**, but since it is well **buoyed** it should present little difficulty.

6 Presqu'ile Bay is shallow and weedy, and the boater without local knowledge should keep to the **buoyed** channel, particularly when approaching the Murray Canal entrance.

7 Caution. — Although there is protection from wave action in Presqu'ile Bay, the low-lying terrain does not afford complete protection from winds. Boaters are cautioned that the holding ground is not always good when anchoring.

8 Salt Reef is a rock formation lying close NE of **Salt Point** on the south side of the channel when entering Presqu'ile Bay.

PRESQU'ILE BAY (1988)



9 *Presqu'ile Point light (492)* is exhibited at an elevation of 77 feet (23.5 m) from a white octagonal tower, 68 feet (20.7 m) high, on **Presqu'ile Point** ($44^{\circ}00'N$, $77^{\circ}40.5'W$).



10 *Salt Reef light (489)* is exhibited at an elevation of 31 feet (9.4 m) from a white circular tower 25 feet (7.7 m) high with a red top, on the reef.

11 Fairway *light buoy (491.8)*, marked *P*, is moored about 0.8 kilometre (0.5 mile) east of Presqu'ile Point.



12 The route through Presqu'ile Bay to the Murray Canal is marked by **buoys**. When proceeding through the bay from Lake Ontario to the west entrance of the Murray Canal, keep the green buoys to the starboard side and the red buoys to port.



13 Brighton leading **lights (487, 488)**, in line bearing 295° , lead into Presqu'ile Bay. The front light is shown from a white circular tower 31 feet (9.4 m) in elevation with a fluorescent-orange triangular daymark (*not charted*) having a black vertical stripe, on an offshore crib lying SE of the town of Brighton. The rear light is shown from a skeleton tower 69 feet (21 m) in elevation with a similar daymark (*not charted*). The rear light is visible only on the line of the range. During daylight hours in the summer months, these lights are often difficult to see due to haze.

14 **Presqu'ile Provincial Park** comprises the whole of the peninsula of the same name including **High Bluff Island** and the several islands lying between it and the peninsula.

15 *Presqu'ile Provincial Park* is particularly interesting to naturalists because of the variety of habitats in close proximity to each other: sand dunes, forest, marsh and wet meadows existing side by side have attracted and nourished a selection of plants and birds unknown in any other Provincial park. Special walking and cycling trails and a marsh boardwalk have been laid out so that visitors can enjoy the park to the full, and there are organized shows and activities throughout the summer.

16 As well as being a Nature Park, this is also a Recreation Park with picnic and camping facilities, showers, store, snack bar, launching **ramp**, floating docks, nature museum and a mile-long sand beach.

17 The area including High Bluff Island and other nearby islands is a bird sanctuary. Landing on these islands is prohibited.

18 The small community of **Presqu'ile Point** is close south of Salt Point.



19 The former *Canada Border Services Agency wharf* 0.24 kilometre (0.15 mile) west of Salt Point is 100 feet (30 m) long and 20 feet (6.1 m) wide with depths of 6 to 9 feet (1.8 to 2.7 m). The deck of the wharf is 5 feet

GOSPORT AND MURRAY CANAL (1988)



Brighton 3 light

(1.5 m), and there is a roofed shelter 20 feet (6.1 m) long and 15 feet (4.6 m) wide near the inner end of this wharf.

20 **Customs.** — Boat owners/operators are responsible for reporting themselves, their crew and passengers to the *Canada Border Service Agency (CBSA)* by calling at least 30 minutes before but no more than 4 hours prior to the boat's estimated time of arrival at a designated marine reporting site in Canada. Several marinas offer CBSA telephone reporting site (TRS) service and in this area they are: *Presqu'île Landing Marina*, *Murray Canal/Brighton Marina/Brighton Swing Bridge*, *Fraser Park Marina* and *Robert Patrick Marina* at *Quinte West*, *Quinte West Government Docks* and *CFB Trenton Yacht Club*. The local number to call is 613-965-3603 or 1-888-CANPASS (1-888-226-7277) from Canada or USA.

21 **Brighton**, a town with a population of 5935 in 2011, lies about 2.4 kilometres (1.5 miles) back from the NW shore of *Presqu'île Bay*. It has banks, churches, grocery and hardware stores, motels, restaurants, veterinarian, several service clubs and other facilities. There are doctors, dentists, and a pharmacy, but the nearest hospital is at Trenton.

22 *Proctor House* was built between 1851 and 1861 for the Proctor family who had settled in these parts in 1808, and the house was used by the family until 1960. The house and grounds have been carefully restored by the local *Save*

Our Heritage Organization, and this fine old home is now the *Proctor House Museum*, furnished in the styles of 1850 to 1880. This museum also has a gallery which houses special exhibitions, often by local artists and artisans, and is open daily during July and August.

23 **Historical note.** — The first settler in this area is reputed to have been Obadiah Simpson who set up his homestead at *Presqu'île* in 1796. It was in 1857 that the village of Brighton itself was first formed, being incorporated two years later. Over the years the village grew and prospered, building itself a town hall in 1884, and achieving the status of town in 1980.

24 Brighton is noted for its annual spring and fall apple tours and Applefest celebrations.


25 **Gosport** is a community on the peninsula jutting into the NW side of *Presqu'île Bay*. Gosport has a motel, a **marina**, a small general store, and a small commercial fishing operation. There are three **wharves**, each 48 feet (14.6 m) long with depths of 2 to 4 feet (0.6 to 1.2 m), but they are not available to passing boaters, being leased to local fishermen. There is also a launching **ramp**.

26 *Presqu'île Landing Marina*, located in the sheltered bay near the rear range light, has depths of 3 feet (0.9 m) and offers dockage with power and water, pump out, launching **ramp**, repairs, picnic area, showers and

ice. Fishing charters are based here, and propane is available nearby. This marina specializes in engine repairs. It was for sale in 2015.

27 *Harbourview Marina Cafe*, adjacent to the boat **launch** and leased **wharves** at Gosport, has depths of 4 feet (1.2 m) and offered dockage with power, launching **ramp**, motel accommodation nearby, garbage disposal, picnic area, toilets, showers, snack bar, restaurant and licensed dining room, wireless internet, ice and gasoline. It was for sale in 2015.


28 *Presqu'ile Yacht Club*, open only to yacht club members, has its facilities on the NE side of the Gosport peninsula. With depths of 3 to 4 feet (0.9 to 1.2 m), facilities included some dockage with power, water, mast stepper and pump out.


 29 A Public **wharf** and launching **ramp** are located on the north side of a bay 0.8 kilometre (0.5 mile) SW of the Brighton rear range light, at the foot of Ontario Street. This floating wharf is 46 feet (14 m) long with depths of 1 foot (0.3 m).


Murray Canal to Trenton


 30 The **Murray Canal** cuts through an isthmus and connects Presqu'ile Bay with the Bay of Quinte.

The canal is 8 kilometres (5 miles) long and has no locks. Between the banks the canal is 124 feet (38 m) wide, but at the bottom of the cut the width is only 80 feet (24 m). The canal has depths of 9 feet (2.7 m). The east and west approach channels to the canal have depths of 7 feet (2.1 m); *see* photograph.

 31 **Caution.** — **Submerged** power and telephone **cables** cross the Murray Canal near each swing **bridge**.

 32 *Brighton 3 light (486)* is exhibited about 2.1 kilometres (1.3 miles) WSW of the west entrance to the Murray Canal. It is shown at an elevation of 32 feet (9.9 m) from a white circular tower with a red top, 24 feet (7.3 m) high.

 33 *Sherwood Point light (1346.6)* is displayed at the west entrance of the Murray Canal near the end of the north pier. It is shown at an elevation of 34 feet (10.4 m) from a cylindrical mast 30 feet (9.1 m) high. A starboard hand **daymark** (*not charted*) is mounted on this same tower.

 34 Two highway swing **bridges** span the canal; their positions are shown on the chart. When closed, the west bridge has a vertical clearance of 10 feet (3 m). The east bridge has a vertical clearance of 8 feet (2.4 m). The bridges are opened on signals from vessels; for details *see* Chapter 1. The piers for these bridges are north of the axis

MURRAY CANAL FROM NE (1988)



of the canal; similar piers of three former bridges are 3.8, 1.6 and 1.3 kilometres (2.4, 1 and 0.8 mile) from the east end of the canal. Vessels must pass south of the piers.



35 From the centre of each of the Murray Canal swing bridges is shown a fixed red **light** when the bridge is closed and a fixed green **light** when the bridge is open.

36 *Zee Variety*, at Lovett close north of the western bridge, has a pay phone and carries ice; groceries and some bait and tackle.

37 *Trenton Variety*, at **Twelve O'Clock Point** close north of the eastern bridge, has a pay phone and carried ice, groceries, bait, tackle, some boat hardware, gasoline and had a snack bar. This store specializes in fishing tackle, lures and supplies. A picnic area is nearby. It was for sale in 2016.



38 A **wharf** located on the north shore near the mid-point of the canal is 99 feet (30 m) long with an elevation of 4 feet (1.2 m), and depths of 11 feet (3.4 m).



39 A *Parks Canada* floating **wharf** is located close east of the eastern swing bridge. This wharf is 61 feet (18.6 m) long and has depths of 9 feet (2.7 m).



40 **Twelve O'Clock Point light** (1346.2) is shown at an elevation of 34 feet (10.4 m) from a cylindrical mast, 30 feet (9.1 m) high, at the east entrance of the Murray Canal near the end of the north pier. A starboard hand **day-mark** (*not charted*) is mounted on the same mast.

41 **Onderdonk Point** lies on the south shore of the Bay of Quinte about 4.3 kilometres (2.7 miles) NE of the Murray Canal.

42 The main route from the east entrance of the Murray Canal to Trenton proceeds NE from the canal to Onderdonk Point, then swings NW to Trenton.

43 **Indian Island** is a small, wooded island 32 feet (9.8 m) in elevation in the **Bay of Quinte**, approximately 1.6 kilometres (1 mile) NE of the east entrance to the Murray Canal.



44 **Caution.** — A **submerged power cable** crosses from the mainland in an ESE direction to Indian Island.



45 **Indian Island Bank** lies to the east of Indian Island. It has a least depth of 1 foot (0.3 m).

46 Starboard hand **light buoy QT16** (475) is about 0.5 kilometre (0.3 mile) west of Onderdonk Point. It marks the east end of Indian Island Bank.

47 Starboard hand **light buoy Q72** (476) lies about 1.8 kilometres (1.1 miles) NW of Onderdonk Point and starboard hand **light buoy Q74** (477) lies 0.8 kilometre (0.5 mile) farther WNW.



48 From the east end of the Murray Canal to starboard hand light buoy **QT16**, red buoys are kept to the port side, however, from this point onward, when proceeding

towards Trenton, the red buoys are kept to the starboard side and the green to port.

49 There is an alternate route leading directly from the east end of the Murray Canal north to Trenton. The channel passes west of Indian Island and is well marked with spar buoys. It has a limiting depth of 3 feet (0.9 m). When proceeding north to Trenton, the red buoys are kept to the starboard side and the green to port. This channel is not recommended for navigation during hours of darkness.

50 *Trent River Entrance North Cardinal light buoy QT* (479) marks the east side of the north entrance to this alternate route.

Trenton

51 **Trenton**, the largest population centre of the amalgamated *City of Quinte West*, with a population of 43 086 in 2011, is at the mouth of the **Trent River** on the Bay of Quinte. It is a station on the main lines of *Via Rail Canada* and *Canadian National Railways* between Montreal and Toronto and has a **hospital**. It has the large *8-Wing/Canadian Forces Base* in which the area Search and Rescue Headquarters are located.

52 **Historical note.** — The first Europeans settled here in about 1790, a sawmill being established here soon after. The first store was opened in 1807 and the settlement prospered, being located close to the main Kingston to Toronto road, built in 1798, and was incorporated as a village in 1853. Trenton became a town in 1880, then in 1980, with a population of 15 000, achieved the status of city now a 'population centre' within *City of Quinte West*.

53 The *City of Quinte West* is now a lively resort centre with many facilities for visitors but also has some industry, many churches and several service organizations.



54 A **Public wharf** with 219 feet (67 m) frontage along the west side of the river is close south of town. The SE face of the wharf is 136 feet (41 m) in length. This wharf has an elevation of 6 feet (1.8 m). A floating wharf, 75 feet (23 m) long, is located about 75 feet (23 m) south of the above-mentioned wharf. The *Town of Quinte West* operates *Fraser Park Trenton Marina* at this location. A cold storage plant is on a wharf south of the marina.



55 **Caution.** — A rock, dry 2 feet (0.6 m), lies close off the NE face about 67 feet (20 m) from the north corner of the wharf at the cold storage plant. Boaters are cautioned to avoid this rock.

56 Another **Public wharf**, 7 feet (2.1 m) in elevation, is located close south of the cold storage plant. A sheltered boat launching **ramp** is adjacent to this wharf.

57 Groceries and most supplies can be purchased in the city, and overnight accommodation is available.



58 *Fraser Park Trenton Marina*, operated by the City of Quinte West at the Public wharf close south

QUINTE WEST (TRENTON) (1988)



of Veterans Skyway Bridge, has depths of 8 feet (2.4 m) and offers dockage with power and water, pump out, launching **ramp** (nearby), toilets, picnic area, ice, gasoline and diesel fuel. All the facilities of downtown Quinte West are close by, including a laundromat, restaurants and grocery stores.

59 *Trent Port Marina*, at *Centennial Park*, operated by the City of Quinte West, on the NE side of the river mouth, has depths of 2 to 4 feet (0.6 to 1.2 m) and offers dockage with power (30 and 50 amp service) and water, launching **ramp**, pay phone, picnic area, showers, laundromat, ice, wireless internet and snack bar. They report monitoring VHF Channel 68. An amphitheatre with weekly musical performances, a children's adventure playground, tennis and playing fields are nearby.

60 There are three **bridges** at Trenton. The first and second, upstream of the harbour, are fixed highway bridges with vertical clearances of 30 and 25 feet (9.1 and 7.6 m), respectively. A railroad bridge of steel girder construction farther upstream has a vertical clearance of 43 feet (13.1 m).

61 **Distances.** — The first highway bridge is *Veterans Skyway Bridge*; distances along the *Trent-Severn Waterway* are measured from here, and charted in kilometres.

62 **Caution.** — **Submerged power and telephone cables** cross the river at Trenton.

63 **Caution.** — Several **submerged pipelines** carrying natural gas are laid across the route between the first and third bridges. Boaters are cautioned not to anchor in the vicinity of these pipelines.

64 The **bridges** and locks throughout the *Trent-Severn Waterway* are marked with **lights** and **daybeacons**. The locks and most swing bridges operate on a time schedule and it is prudent to check this schedule, available from the lockmasters, prior to embarking on a journey. See Chapter 1 for further information.

Trenton to Glen Ross

Chart 2021-2


65 In the waterway from Trenton to Glen Ross, a distance of 22 kilometres (14 miles), there are seven locks including the lock at Glen Ross. These locks give a total increase in elevation of about 129 feet (39.3 m).


66 Extended periods of heavy rainfall on the watershed have, at times, caused the water level to be too high for safe locking operations, making it necessary to close the system, or sections of it, until the water returns to the desirable level.


Information in this regard may be obtained from the lockmasters.

67 A gravel launching **ramp** is located on the west side of the river close south of the high level railway bridge nearly 1.3 kilometres (0.8 mile) upstream of Veterans Skyway Bridge.


68 **Trenton lock** (lock 1) is located 2.7 kilometres (1.6 miles) upstream of Veterans Skyway Bridge and has a lift of 18 feet (5.5 m). For a view of this lock *see* the photograph.

 69 **Caution.** — Particularly strong cross currents may be experienced near the north end of the tie-up wall at the southern approaches to this lock. Boaters should be prepared to steer and to increase power as necessary to counteract the strong and sudden sideways set.


 70 **Caution.** — The railway **bridge** at Trenton lock has a vertical clearance of 30 feet (9.1 m) and the highway **bridge** 0.7 kilometre (0.4 mile) above the lock has a vertical clearance of 28 feet (8.5 m). The **overhead power cables** crossing the canal in the southern approaches to Trenton lock have a minimum charted clearance of 34 feet (10.4 m).


 71 **Sidney (Sydney) lock** (lock 2), 1 kilometre (0.6 mile) above Trenton lock, has a lift of 20 feet (6.1 m). For a view of this lock *see* the photograph. The **overhead cables** crossing the route between the highway bridge

and the lock have a minimum vertical clearance of 50 feet (15.2 m).


 72 A picnic area on the east shore at Glen Miller near Kilometre 5.6 (Mile 3.5) has a small floating **wharf** and a gravel launching **ramp**.

73 **Glen Miller lock** (lock 3), at Kilometre 6 (Mile 3.8), has a lift of 27 feet (8.2 m). For a view of this lock *see* the photograph. The road **bridge** 200 m (0.1 mile) south of this lock has a vertical clearance of 25 feet (7.6 m).

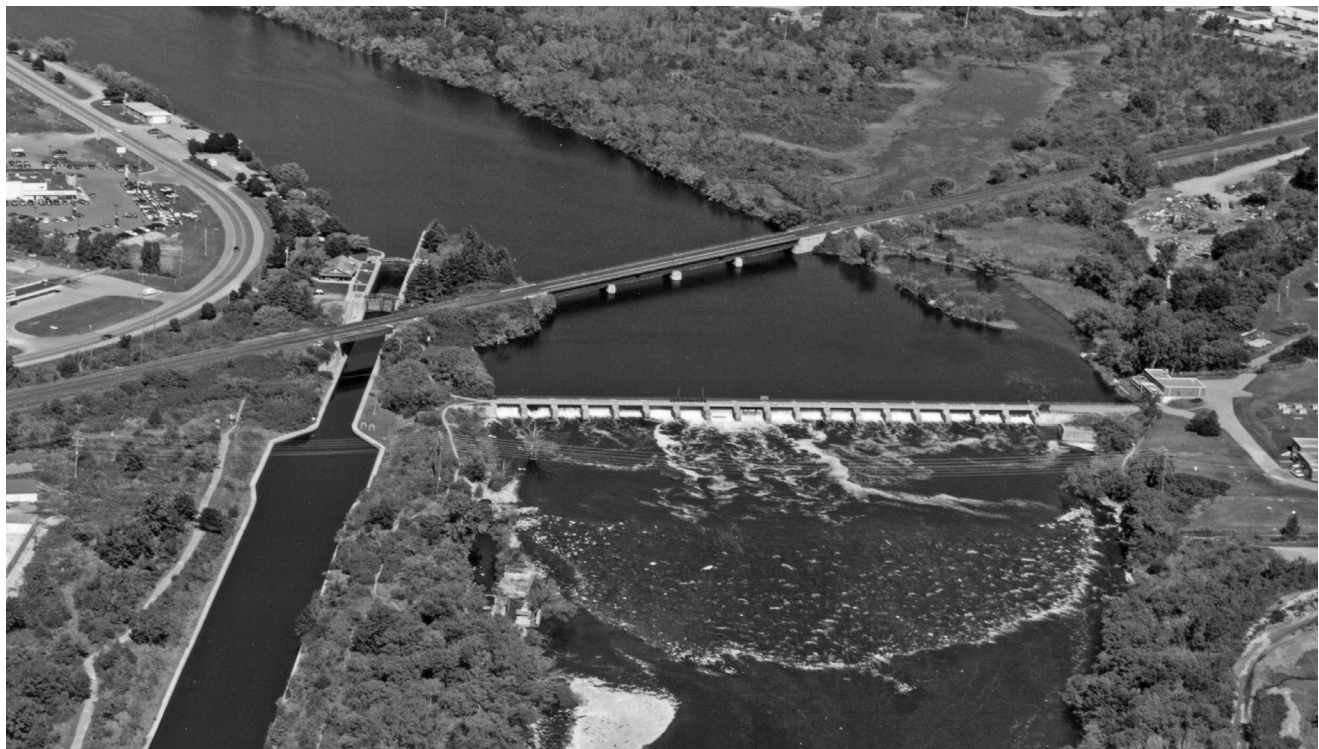
 74 **Caution.** — The **overhead power cable** crossing the route at the north end of the canal 1.2 kilometres (0.7 mile) north of lock 3 has a vertical clearance of 35 feet (10.7 m). The **overhead power cables** 300 m (0.2 mile) farther north have a vertical clearance of 75 feet (22.9 m).

 75 **Caution.** — **Submerged natural gas pipelines** pass under the route south of Kilometre 8 (Mile 5). Boaters are cautioned not to anchor in this area.

76 **Batawa lock** (lock 4), near Kilometre 8.3 (Mile 5.2), has a lift of 18 feet (5.5 m). For a view of this lock *see* the photograph.

 77 **Trent lock** (lock 5) lies at Kilometre 10.4 (Mile 6.5) and has a lift of 18 feet (5.5 m). For a view of this lock *see* the photograph. The **overhead power cable**

TRENTON LOCK (LOCK 1) (2015)



SIDNEY (SYDNEY) LOCK (LOCK 2) (2015)



GLEN MILLER LOCK (LOCK 3) (2015)



BATAWA LOCK (LOCK 4) (2015)



TRENT LOCK (LOCK 5) (2015)



FRANKFORD LOCK (LOCK 6) (2015)



close south of this lock has a vertical clearance of 51 feet (15.5 m).

78 **Frankford lock** (lock 6), near Kilometre 11.7 (Mile 7.3), has a lift of 16 feet (4.9 m). This lock is near the south end of a narrow channel 2.7 kilometres (1.7 miles) in length which bypasses the shoals and rapids of this part of the Trent River. For a view of this lock *see* the photograph.

79 **Frankford**, which had a population of 2507 in 2011, is an active village approximately 12 kilometres (7.5 miles) above Quinte West on the west shore of the river. Frankford has some industry but is mainly a rural community and vacation centre. Fuel and supplies are available, but not at the riverside.

80 The village of Frankford has churches, a bank, doctors, dentist, stores, restaurants, laundromat, liquor and beer store.

81 The *Orval Berry Museum* at Frankford is a private museum with a collection of early Canadiana and military memorabilia.

82 *Frankford Tourist Park*, on the peninsula close west of Frankford lock, is a municipal park with serviced campsites, covered picnic pavilion, children's playground, launching **ramp** and a small dock.

83 **Historical note.** — Frankford had its beginnings in 1797 when Gilbert Harris and his bride Samantha Tyler were

granted lots just north and east of here, building their home near the head of Nine Mile Rapids (*former name*). Other families followed and the settlement grew, finally receiving its official name of Frankford in 1837 after a visit by Sir Francis Bond Head, the Lieutenant Governor of Upper Canada.

84 **Caution.** — The road **bridge** crossing the channel at Frankford, 0.5 kilometre (0.3 mile) above the lock, has a vertical clearance of 22 feet (6.7 m). The **overhead power cables** near here have a vertical clearance of 35 feet (10.7 m).

85 **Caution.** — There is a very popular swimming hole near a large tree on the east shore south of the bridge at Frankford. Boaters are cautioned to keep a sharp lookout for children swimming in this area.

86 Above Frankford the river widens and there are **foul areas** of dense weeds, rocks, islets and shoals. Boaters are cautioned to keep to the **buoyed** channel in this area.


87 **Caution.** — **Submerged** power and telephone **cables** cross the river upstream of Kilometre 20 (Mile 12.5).

88 **Caution.** — **Glen Ross lock** (lock 7), in a narrow channel on the north side of the river upstream of Kilometre 22 (Mile 13.8), has a lift of 11 feet (3.4 m). For a view of this lock *see* the photograph. The swing **bridge** lying

GLEN ROSS LOCK (LOCK 7) (2015)



close west of the lock has a clearance of 3 feet (0.9 m) when closed.

 89 **Caution.** — The **overhead power cable** crossing the route close west of Glen Ross lock has a vertical clearance of 55 feet (16.8 m). The **overhead power cable** crossing near the western entrance to the channel about 0.5 kilometre (0.3 mile) west of the lock has a vertical clearance of 52 feet (15.8 m).

90 **Glen Ross**, which had a population of 63 in 2011, is a small community located at Glen Ross lock, about 11 kilometres (7 miles) above Frankford lock. The area is famous for its muskellunge fishing.


91 *Birch's Landing*, close SW of Glen Ross lock, is a general store with groceries, bait, some tackle, ice and a snack bar.


Glen Ross to Haig's Reach lock

Chart 2021-3


92 It is 22 km (14 miles) from Glen Ross lock to Haig's Reach lock at the north end of Haig's Reach. The total increase in elevation through three locks is about 60 feet (18.3 m). The river narrows about 0.8 kilometre (0.5 mile) upstream from

Glen Ross for a distance of 10 kilometres (6 miles) to Percy Reach.

 93 **Caution.** — A **submerged power cable** crosses the route near Kilometre 24.5 (Mile 15.3). The position of this cable is marked by signs and boaters are cautioned not to anchor or fish in this vicinity.

 94 *Island Park RV Resort*, on the north side of the waterway upstream of Kilometre 28 (Mile 17.6) about 6 kilometres (3.5 miles) above Glen Ross, has depths of 3 feet (0.9 m) and offers some dockage with water, launching **ramp**, picnic area, camping, showers, laundromat, recreation hall. This is mostly a trailer park.

95 The nearest community is Stirling, 8 kilometres (5 miles) away, where there are churches, doctor, dentist, veterinarian, bank, motel, shops, restaurants, liquor and beer store.

 96 **Percy Reach** is about 8 kilometres (5 miles) in length and about 1.3 kilometres (0.8 mile) in width at maximum. It contains islands and rocks. Stumps and heavy weed growth make most of this **area foul** and care should be taken to keep within the **buoyed** channel. It is a well-known fishing area. On the north shore, the discovery of a First Nations burial ground has revealed what anthropologists consider to be the 19th century's most significant find regarding ancient Native artifacts.

PERCY REACH LOCK (LOCK 8) (2015)



97 **Hickory Island** is a large island in the central part of Percy Reach. It is about 2.4 kilometres (1.5 miles) long and 500 m (0.3 mile) wide. The **buoyed** channel passes south of the island and is very narrow in places where the shallows on the south side protrude northwards. Boats with deeper draught should take care to stay in the channel as shown on the chart.

98 A **conspicuous** building (*not shown on chart*) at the west end of Percy Reach is reported to make a good landmark.

99 **Percy Reach lock** (lock 8) lies on the NW side of Percy Reach and has a lift of 20 feet (6 m). For a view of this lock *see* the photograph.

100 A canal about 2 kilometres (1.2 miles) in length joins Percy Reach and Haig's Reach to the NW, with Percy Reach lock at one end and Meyers lock at the other. Boats must keep to the SW side of the starboard spar **buoys** along this canal so as to avoid the submerged rock ledge running the length of the canal.

101 **Caution.** — The **overhead** power **cable** crossing the route near the NW end of this canal has a vertical clearance of 64 feet (19.5 m) where it crosses the channel.

102 **Meyers lock** (lock 9), located on the east side of the river upstream of Kilometre 42 (Mile 26.2),

has a lift of 16 feet (4.9 m). For a view of this lock *see* the photograph. The **overhead** power **cables** crossing close north of the lock have a vertical clearance of 51 feet (15.5 m).

103 **Caution.** — Boaters approaching Meyers lock from the north are cautioned not to venture into the western part of the river here due to the **dangers** presented by the open dam which lies to the west of the lock installation.

104 **Haig's Reach** is a body of water 200 to 300 m (0.1 to 0.2 mile) wide and 2.2 kilometres (1.4 miles) long, stretching north of Meyers lock. There are numerous visible cribs in the reach. The channel is marked with spar **buoys**. Proceeding upstream from Meyers lock the first crib is kept on the port side, and from that point onward they are kept to the starboard side. Most of the above-water cribs in the waterway are marked by **daybeacons**.

105 **Haig's Reach lock** (lock 10), on the east side of the river at Kilometre 45 (Mile 28), has a lift of 24 feet (7.3 m). For a view of this lock *see* the photograph.

106 **Caution.** — A **bridge** with a vertical clearance of 29 feet (8.8 m) crosses the route close SW of the lock. The **overhead** power **cables** 0.8 kilometre (0.5 mile) farther upstream have a vertical clearance of 55 feet (16.8 m).

Haig's Reach to Campbellford

MEYERS LOCK (LOCK 9) (2015)



MEYERS LOCK FROM NE (2015)



HAIG'S REACH LOCK (LOCK 10) (2015)




Chart 2021-4

107 From Haig's Reach to Campbellford is a distance of about 5 kilometres (3 miles). The only locks in this section are the Ranney Falls locks near Kilometre 48 (Mile 29.7).

108 *Ferris Provincial Park*, on the east shore close south of Ranney Falls locks, is a Natural Environment Park on a series of drumlin hills and part of an early farm. Facilities available include camp sites, picnic areas and a launching ramp.

109 **Ranney Falls locks** (locks 11 and 12) are flight locks with a total lift of 48 feet (15 m). Traffic signal **lights** are located at either end of these locks, for details *see* Chapter 1. For a view of this lock *see* the photograph.

 110 **Caution.** — The **overhead power cable** crossing the route close north of Ranney Falls locks has a vertical clearance of 52 feet (15.8 m). The **overhead power cable** 650 m (0.4 mile) farther upstream has a vertical clearance of about 46 feet (14 m).


111 Upstream of the locks there is about 1.6 kilometres (1 mile) of canal. A gravel launching **ramp** is located on the SW shore close west of the upper approach wall of lock 12. On the east shore near the north end of the canal there is a concrete launching **ramp**.

112 The community of Campbellford, now part of the Municipality of Trent Hills, is about 1.6 kilometres (1 mile) north of Ranney Falls locks.

Campbellford


113 **Campbellford**, located 50 kilometres (31 miles) upstream of Quinte West, had a population of 3493 in 2011. It welcomes the boater and offers the greatest variety of small-craft facilities between Quinte West and Peterborough. Campbellford has some industry but is mainly an agricultural and resort community.


114 Campbellford has a hospital, and facilities such as churches, banks, laundromat, doctors, dentist, veterinarian, downtown shopping, motels, restaurants and municipal buildings are all close to the river to better serve the visiting boater. There is a public swimming pool in the community and golf courses are nearby.


 115 **Caution.** — The spans of a former railway bridge across the river in the south part of Campbellford have been removed but the bridge abutments remain. The road **bridge** located about 500 m (0.3 mile) farther upstream near Kilometre 50 (Mile 31) has a vertical clearance of 22 feet (6.7 m).

RANNEY FALLS LOCKS (LOCKS 11 AND 12) (2015)




 116 **Caution.** — An **overhead power cable** with a vertical clearance of 27 feet (8.2 m) crosses the river 197 m (0.1 mile) downstream of the bridge at Campbellford.

 117 **Caution.** — A **submerged pipeline** crosses the river 212 m (0.1 mile) upstream of the bridge.

 118 **Caution.** — A **submerged power cable** crosses the river 650 m (0.4 mile) upstream of the bridge.

119 There are canal-wall tie-ups at Campbellford:

 120 *Old Mill Park*, the town dock along the west side of the river south of the road bridge, has depths of 9 to 11 feet (2.7 to 3.4 m) and offers dockage with power and water, pay phone, picnic area and washrooms. This facility is operated by the *Municipality of Trent Hills* who also have a Tourist Information office here. All the dockage along both sides of the waterway here is administered from this office.

121 There is a bandshell in the park here where concerts are held most weekends during July and August. A shopping centre is nearby.

122 *Clarion Boats*, on the east side of the river 1 kilometre (0.6 mile) farther upstream, has a private launching **ramp** and 9-tonne hoist. This firm specializes in building and restoring fine wooden boats.

123 The *Campbellford Lions Community Park*, on the west shore near Kilometre 50 (Mile 31.2), has picnic areas, a children's playground and a sandy beach.

124 The *Campbellford River Inn*, on the SE shore near Kilometre 51 (Mile 31.8), each have some dockage for the use of their guests. Depths are 4 to 5 feet (1.2 to 1.5 m).

125 **Point of interest.** — *World's Finest Chocolate*, established here in 1958, supplies chocolates to help in fundraising for charitable organizations throughout Canada. This company is closed during July, but visitors are welcome to join scheduled tours — by appointment — on Tuesdays and Thursdays during the rest of the year.

126 **Historical note.** — The first pioneers settled here by the Trent River in 1806, and other families followed. Robert and David Campbell took up large grants of land in the 1830's, and the ford across the river here became known as *Campbell's ford*.

127 In 1840 a bridge was built near the ford and a community developed here with stores, churches, mills and a powerhouse. This community prospered as the centre of a fertile agricultural area and was incorporated as the village of *Campbellford* in 1876.

128 The coming of the railroad in 1878 solved a major transportation problem and the village continued to grow,

CAMPBELLFORD LOCK (LOCK 13) (2015)





being inaugurated as a town in 1906 with a population of about 2500.

Campbellford to Healey Falls

129 The 8-kilometre (5-mile) stretch of the Trent River from Campbellford to Healey Falls has five locks (including the three at Healey Falls) with a total increase in elevation of about 124 feet (37.8 m).

130 **Campbellford lock** (lock 13), on the NW side of the river near Kilometre 52 (Mile 32.5), has a lift of 23 feet (7 m). For a view of this lock *see* the photograph.

 131 The **overhead power cable** at the NE end of the 0.6 kilometre (0.4 mile) long Campbellford lock canal has a vertical clearance of 48 feet (14.6 m).


 132 **Caution.** — A **submerged power cable** crosses the river downstream of Kilometre 54 (Mile 33.8).

133 **Crowe Bay lock** (lock 14), on the east side of the river 2.4 kilometres (1.5 miles) upstream of Campbellford lock, has a lift of 25 feet (7.6 m). For a view of this lock *see* the photograph.

 134 **Caution.** — An **overhead power cable** crossing the river near Kilometre 55 (Mile 34.3) has

a clearance of 55 feet (16.8 m). **Submerged telephone cables** cross the river near Kilometre 56 (Mile 35).

135 **Crowe Bay** is a 1.6 kilometre-long (1-mile) stretch of the waterway where the **Crowe River** joins the Trent River near Kilometre 58 (Mile 36), 3.2 kilometres (2 miles) upstream of Crowe Bay lock.

 136 The *Cedars Resort*, a cottage resort on the east shore of Crowe Bay, has depths of 3 to 4 feet (0.9 to 1.2 m) and offers dockage with power and water, boat rentals, showers, some groceries, bait, some tackle, ice and gasoline.

137 *Cole's Point Resort*, a cottage resort at **Coles Point** on the NW side of Crowe Bay, has depths of 3 feet (0.9 m) and offers dockage, launching **ramp**, boat rentals, pay phone, picnic area, camping, showers, swimming pool, recreation hall, some groceries, bait, tackle, ice.

Chart 2022-1

138 **Healey Falls** is a picturesque settlement about 8 kilometres (5 miles) upstream from Campbellford. It has densely wooded areas and is the site of an old First Nations battleground. It has the Trent River's largest dam and electricity generating station.

139 **Healey Falls locks** (locks 15, 16 and 17), on a 1.4 kilometres (0.9 mile) long channel bypassing the rapids


CROWE BAY LOCK (LOCK 14) (2015)




on this part of the Trent River, lie close west of Crowe Bay. Lock 15 has a lift of 22 feet (6.7 m), and flight locks 16 and 17 have a combined lift of 54 feet (16.5 m). For a view of this lock *see* the photograph.


 140 **Caution.** — A rock ledge extends out from the west shore about midway between locks 15 and 16.

141 A small gravel launching **ramp** suitable only for small boats is located near the SW corner of the basin between locks 15 and 16.


 142 The swing **bridge** close NW of lock 15 is normally open; it has a vertical clearance of 4 feet (1.2 m) when closed.

 143 **Caution.** — The **overhead power cable** crossing the canal close SE of lock 15 has a vertical clearance of 49 feet (14.9 m), the **overhead power cables** SE of lock 16, 0.5 kilometre (0.3 mile) farther NW, have a least vertical clearance of 46 feet (14 m).


144 The **Healey Falls**, NE of the locks, provide one of the most scenic views on the waterway, well worth the ten minute walk up the west shore, across the highway bridge and down to the falls on the east shore.

 145 The highway **bridge** at Kilometre 59 (Mile 36.9) has a vertical clearance of 22 feet (6.7 m).

Healey Falls to Rice Lake

 146 Healey Falls to Rice Lake is a distance of 32 kilometres (20 miles). The route passes through **Seymour Lake**, **Burnt Point Bay**, the **Trent River** and Canal. Seymour Lake and Burnt Point Bay are mostly **foul ground**, consisting of stumps and heavy weed growth.

147 The channel is marked with spar **buoys** and **daybeacons**. There were numerous cribs in this area, but as part of a program of waterway improvement by *Parks Canada* most of these cribs have been removed and more **buoys** established. The village of Hastings is about 22 kilometres (13.8 miles) upstream of the settlement of Healey Falls. Hastings lock (lock 18), in this section of the waterway, has a lift of 9 feet (2.7 m). The river widens west of Hastings and leads to Rice Lake, 9.6 kilometres (6 miles) further upstream.

 148 *Woodland Estate Resort*, a cottage and trailer resort on the NE shore of the river near Kilometre 60 (Mile 37.5), has depths of 3 feet (0.9 m) and offers dockage, launching **ramp**, boat rentals, pay phone, picnic area, camping, showers, swimming pool, snack bar, groceries, bait, tackle, water, ice and gasoline. The **buoyed** channel passes close to this **marina's** docks. Passing boaters are requested to reduce speed so as to minimize wake damage.

HEALEY FALLS LOCKS (LOCKS 15, 16 AND 17) (2015)



HASTINGS LOCK (LOCK 18) (2015)





149 *Fisherman's Paradise Resort*, a cottage, camping and trailer resort on the east shore of the river near Kilometre 61 (Mile 38.1), has depths of 4 feet (1.2 m) and offers dockage, launching **ramp**, sewage pump out, pay phone, picnic area, showers, and ice.


150 *Red Setter Resort*, a cottage resort and campground located near Kilometre 63 (Mile 39.4) at the NW end of Burnt Point Bay, has depths of 4 feet (1.2 m) and offers dockage with power and water, sewage pump out, launching **ramp**, boat rentals, pay phone, picnic area, camping, showers, swimming pool, some groceries, some bait, tackle and ice.

151 The settlement of **Trent River** is a little more than 9.6 kilometres (6 miles) upstream from Healey Falls. Trent River is a summer vacation resort community and has a post office and a general store on the north side of the river.

152 A **conspicuous** war memorial stands on the south bank of the waterway at the settlement of Trent River.


 153 **Caution.** — An **overhead cable** at Trent River has a vertical clearance of 39 feet (11.9 m). The **overhead power cable** at Kilometre 72 (Mile 45), 1.9 kilometres (1.2 miles) farther upstream, has a vertical clearance of 56 feet (17.1 m).

 154 **Caution.** — The highway **bridge** crossing the route near Kilometre 70 (Mile 43.8) has a vertical clearance of 22 feet (6.7 m).

 155 The Trent River Public **wharf** lies on the south side of the river between the war memorial and the highway bridge. This wharf is concrete, 100 feet (30.5 m) long and 20 feet (6.1 m) wide with an elevation of 2 feet (0.6 m). Depths of 8 feet (2.4 m) are found along the inner side of the wharf, and 10 feet (3 m) along the outer side. The concrete launching **ramp** close west of the wharf is in good condition but suitable only for small boat launching.

156 *The Pine Cone*, an arts and crafts gallery and shop located close north of the highway bridge, specializes in stained glass work, paintings, and wood carvings.


157 The Kawartha Lakes muskellunge — or musky — is the largest and fiercest of Ontario's sport fish. Musky territory stretches from Trent River in the east to Canal Lake in the west, and for many years these areas were stocked each spring and summer with newly hatched musky fry and fingerlings.

 158 *Terrace Lawn Cottages & Marina*, at **Skunk Point** near Kilometre 71 (Mile 44.3), has depths of 3 to 4 feet (0.9 to 1.2 m) and offers dockage with power and water, launching **ramp**, picnic area, groceries, bait, tackle, and ice.

159 *Friendly Acres Park*, a trailer park and campground, with cottage rentals, on the SE shore near Kilometre 76 (Mile 47.5), has depths of 5 feet (1.5 m) and offers dockage, launching **ramp**, boat hardware, canoe and boat rentals, picnic area, camping, laundromat, showers, swimming pool,


recreation room, pay phone, groceries, propane, bait, tackle, water and ice.


160 *Stevensons Marina*, near Kilometre 79 (Mile 49.4) south of **Huycke Island**, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power outlets, pump out, launching **ramp**, repairs and salvage work, boat and motor sales and service, water taxi service, pay phone, boat hardware, bait, tackle, ice and gasoline.

 161 **Caution.** — Boaters are cautioned that there is a rock awash close south of the channel off **Preston Island** near Kilometre 80 (Mile 50). A boater reported two **dangerous** rocks close to the south edge of the channel in this area, but a survey party was unable to locate them.


162 **Hastings** is a small farm supply and resort village about 13 kilometres (8 miles) upstream of Trent River. It had a population of 1208 in 2001; it is now part of the municipality of Trent Hills, population of 12 604 includes Campbellford.



163 Hastings has churches, a bank, doctor, police, restaurants, liquor and beer store, grocery and hardware stores, and a post office. The nearest hospital is at Campbellford. A children's playground, a launching **ramp**, and all the facilities of the village are close to the upper approach wall of the lock.

 164 **Hastings lock** (lock 18) lies on the north side of the river at the village of Hastings upstream of Kilometre 82 (Mile 51.3). This lock has a lift of 9 feet (2.7 m). For a view of this lock *see* the photograph. The **overhead power cable** crossing the lock has a vertical clearance of 40 feet (12.2 m) and the swing **bridge** close west of the lock has a vertical clearance of 5 feet (1.5 m) when closed.

 165 *Hastings Village Marina* is a municipal facility on the south shore upstream of the lock. A concrete seawall anchors floating finger wharves with depths up to 8 feet (2.4 m), offering dockage with water and power and sewage pump out is available at the berths. Washrooms, showers and ice are available in the marina building and a double-width concrete launch launching **ramp** is at the west end of the marina property. Wireless internet is available to guests. The marina reportedly monitors VHF Channel 68.

166 A **conspicuous** green water tower (standpipe) with an elevation of 174 feet (53 m) is about 2000 feet (610 m) north of the east entrance to Hastings lock (lock 18).

 167 **Caution.** — **Overhead power cables** with vertical clearances of 47 and 50 feet (14.3 and 15.2 m), respectively, cross the waterway midway between Kilometres 83 and 84 (Miles 52.2 and 52.5), SW of Hastings.

  168 **Caution.** — An **anchorage** is shown on the chart off the south shore upstream of Kilometre 88 (Mile 55). Boaters should approach this anchorage from the north as there is a rocky patch with a depth of 3 feet (0.9 m) about 500 feet (152 m) WNW of the anchorage position. An **anchorage** on the north side of the channel,

charted at the same location, has a mud bottom and can be approached safely from the south.



169 Between Hastings and **Cameron Point** ($44^{\circ}16'N$, $78^{\circ}03'W$) at the east end of Rice Lake, there are five **marinas**:

170 *Stoney Point Resort*, a **marina** on the north shore 2.4 kilometres (1.5 miles) west of Hastings, has depths of 4 feet (1.2 m) and offers dockage with power and water, launching **ramp**, boat rentals, pay phone, trailer park, camping, showers, laundromat, groceries, naphtha, bait, tackle and ice.

171 *Sunnymead Cottages and Trailer Park*, on the north shore near Kilometre 88 (Mile 55), is private. Its docks are for the use of cottage guests.

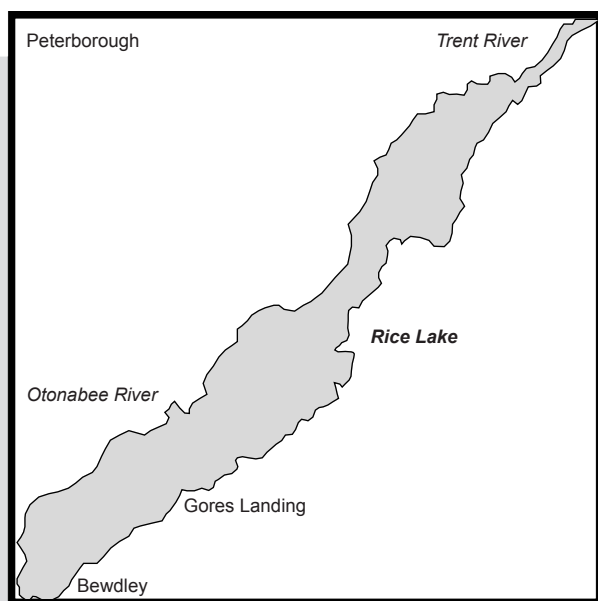
172 *Holiday Pines Trailer Park*, on the north shore at Cameron Point, has depths of 3 to 4 feet (0.9 to 1.2 m) and offers dockage with power and water, launching **ramp**, canoe and boat rentals, pay phone, picnic area, camping, showers, groceries, propane, bait, tackle and ice.

173 *Twin Cedars Cottages*, on the south shore close west of **Morrow Point**, has depths of 4 to 6 feet (1.2 to 1.8 m) and offers dockage with power and water, launching **ramp**, boat rentals, showers, groceries, naphtha, bait, tackle, ice and gasoline.

174 *Sandy Bay Cottages*, located in **Morrow Bay**, has depths of 3 feet (0.9 m) and offers dockage, launching **ramp**, motor repairs, canoe and boat rentals, groceries, bait, tackle, water, ice and gasoline.

175 Rice Lake is described in Chapter 3.

Rice Lake



1 Caution — Depths. — Boaters are reminded that all depths mentioned in this booklet refer to *chart datum*, as do all depths shown on *Canadian Hydrographic Service* charts. *Chart datum* for any given area is a low water level and boaters should refer to the section on chart datum in Chapter 1 for more detail and for information on obtaining day to day water level values.

2 Note — Speed Limits. — Parts of the route described in this chapter have speed limits provided by the *Vessel Operation Restriction Regulations*. The sections of the waterway covered by these speed limits are generally marked by signs, and the speed limits are strictly enforced by police patrols.

Chart 2022-2

3 Rice Lake is about 30 kilometres (19 miles) long and 5 kilometres (3 miles) wide. It is the second largest body of water in the *Trent-Severn Waterway*. At one time the shores of this lake were a granary of wild rice, but today they are marshy and weedy. A strong wind from the NE or SW can make the lake hazardous for small craft.

4 Entering at the NE end of the lake, the main small craft route passes close to the east shore SE of Margaret Island and then continues down the middle of the lake for about 15 kilometres (9.4 miles). The route then turns NW to enter the Otonabee River and Trent Canal (*a local name*).

5 The route through the lake is marked by **buoys** as shown on the chart.

6 *Tick Island light* (1347) is shown at an elevation of 18 feet (5.5 m) from a skeleton tower, on the north end of **Tic Island** ($44^{\circ}09.2'N$, $78^{\circ}11.4'W$).

7 **Picnic Point** is on the north shore of Rice Lake, NNW of Tic Island.

8 Caution. — In the central area of the lake, off Tic Island, there is a row of **submerged** cribs, the remains of an old railway bridge crossing the lake from Harwood to Picnic Point. There are two **buoyed** channels through these obstructions and a third shallow-water route only suitable for small craft, immediately SE of Picnic Point.

9 **Historical note.** — This bridge was built in 1855 for the *Cobourg to Peterborough Railway* which was one of the first railroads to be built in North America. This railroad crossed Rice Lake on a trestle bridge which was later


strengthened by a rock causeway, but by 1860 the bridge had to be abandoned due to ice damage.

10 The entrance to the Otonabee River and Trent Canal (*local name*), about 2.7 kilometres (1.7 miles) WSW of Tic Island, is described in the next chapter. The rest of this chapter describes the shores and facilities of Rice Lake and its communities.

Rice Lake — North Shore

Cameron Point to Indian River


11 The north shore of Rice Lake from Cameron Point to the Indian River, about 8 kilometres (5 miles) to the SW, has a densely forested appearance from offshore, with higher bluffs in places.

 12 **Birdsalls Point** ($44^{\circ}16'N$, $78^{\circ}04'W$) lies on the north shore about 1 kilometre (0.6 mile) west of Cameron Point. There is a small gravel launching **ramp** here and a Public **wharf** 76 feet (23.2 m) long made up of floating sections with depths of 5 feet (1.5 m). This is protected by a small breakwater close to the west.

13 *Birdsall Beach Resort*, a campground and trailer park located at Birdsalls Point, has a small **ramp**, pay phone,


picnic area, camping, showers, laundromat, groceries, bait, tackle and ice.

14 **Lower Foley Island** and **Upper Foley Island**, both densely wooded, lie about 5 and 6 kilometres (3 and 3.8 miles), respectively, WSW of Cameron Point.

 15 *Elmhirst's Resort*, on the north shore about 0.5 kilometre (0.3 mile) NNW of Lower Foley Island, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers dockage, **ramp**, motel accommodation, a cruise boat, snack bar, licensed dining room, pay phone, groceries, bait, tackle, water, ice and gasoline. This resort also has a licensed seaplane base and a private airstrip.

16 **Foley Point** ($44^{\circ}14'N$, $78^{\circ}08'W$), the east entrance point to the Indian River, lies about 6.9 kilometres (4.3 miles) WSW of Cameron Point.

17 **Sugar Island**, a densely wooded island about 1.1 kilometres (0.7 mile) in length, lies in the entrance to Indian River.

 18 **Indian River** is shallow and thick with weeds during part of the year. Boaters with local knowledge report that a channel with depths of 3 feet (0.9 m) passes close NE of Sugar Island.

19 **Keene**, a small community, is located on the Indian River about 3.2 kilometres (2 miles) WNW of Foley Point.


BIRDSALLS POINT (1985)



BIRDSALLS POINT (1985)



20 Keene has churches, a bank, post office, medical centre, a few stores, restaurants and an art gallery.

 21 **Caution.** — A road **bridge** with a vertical clearance of 8 feet (2.4 m) and **overhead cables** with vertical clearances of 21 and 28 feet (6.4 and 8.5 m) cross the Indian River at Keene.

22 A gravel **ramp** is on the west side of the river close south of the road bridge and between the two overhead cables.


23 *Lang Pioneer Village* at **Lang**, about 3.2 kilometres (2 miles) north of Keene, is a living museum village of nineteenth-century Canada, consisting of over 20 restored and furnished historic buildings. These include a carpenter's shop, a blacksmith, a schoolhouse, a print shop and an inn as well as working mills and contemporary homes.


Rice Lake — East Shore

Webb Bay to Harwood

24 The east shore of Rice Lake from Webb Bay to Harwood, 16 kilometres (10 miles) to the SW, is densely wooded and generally steeper than the north and NW shores.


25 **Webb Bay** (44°15'N, 78°03'W) is an open bay lying about 1.1 kilometres (0.7 mile) south of Cameron Point.


 26 **Caution.** — Boaters are cautioned that a rock awash lies close off the west entrance point to Webb Bay.

 27 *Maida Vale Camp*, a cottage resort and trailer park on the SW shore of Webb Bay, has depths of 3 feet (0.9 m) and offers boat rentals, camping, pay phone, bait, tackle, groceries, water, ice and gasoline.

28 **McCracken Landing** is a small settlement on the south shore of the lake about 2.1 kilometres (1.3 miles) SW of Webb Bay. The settlement is sheltered by **Margaret Island**.

29 There is a small public wharf at the end of the road close west of McCracken Landing. This wharf is 25 feet (7.6 m) long with an elevation of 2 feet (0.6 m). The wharf has depths of 3 feet (0.9 m) and is in disrepair.


 30 **Caution.** — **Submarine cables** are laid across the channel to the SE part of Margaret Island. Boaters are cautioned not to anchor in this area.

 31 There are two resorts located about 0.5 kilometre (0.3 mile) NE of the Public wharf at McCracken Landing.


32 *Lang's Family Resort and Marina* has depths of 4 to 5 feet (1.2 to 1.5 m) and offers dockage with power and water, pump out, **ramp**, canoe and boat rentals, pay phone, picnic area, camping, showers, groceries, bait, tackle, ice and gasoline. A hunting and fishing guide is available locally.

HARWOOD (1988)




 33 *McCracken Landing light* (1346.8) is shown at an elevation of 30 feet (9.1 m) from a mast with a (*uncharted*) port hand **daybeacon** (*marked T423*) visible from the west, about 0.5 kilometre (0.3 mile) SW of the Public wharf.

34 **Robin Landing** is a small settlement on a small bay known locally as **Muskie Bay**, 2.2 kilometres (1.4 miles) SSW of McCracken Landing light.


 35 *Muskie Bay Resort*, a **marina** with cottage and trailer park at Robin Landing, has depths of 2 feet (0.6 m) and offers **ramp**, boat rentals, pay phone, camping, showers, laundromat, snack bar, groceries, bait, tackle, ice and gasoline.

36 **Dunnette Landing** is a small community SE of **White Island** ($44^{\circ}12'N$, $78^{\circ}07'W$) and about 2.5 kilometres (1.5 miles) SSW of Robin Landing.

 37 One **marina** facility is located in the vicinity of Dunnette Landing:

38 *Sandercock's Tourist Resort*, a cottage resort at Dunnette Landing, has depths of 5 feet (1.5 m) and offers dockage, **ramp**, canoe and boat rentals, pay phone, camping, snack bar, showers, groceries, naphtha, bait, tackle, water, ice and gasoline.

39 **Shearer Point** ($44^{\circ}12'N$, $78^{\circ}08'W$) is a prominent wooded bluff, as also is **Curtis Point** which lies about 1.9 kilometres (1.2 miles) farther SW.

 40 There are three **marinas** in the bay between Shearer Point and Curtis Point:


41 *Sunset Cove Resort*, a cottage and trailer resort about 0.8 kilometre (0.5 mile) south of Shearer Point, has depths of 3 feet (0.9 m) and offers dockage with power outlets, **ramp**, canoe and boat rentals, camping, showers, pay phone, some groceries, naphtha, bait, tackle, ice and gasoline.

42 *Curtis Point Cottages*, close east of Curtis Point, has depths of 3 feet (0.9 m) and offers some dockage, boat rentals, picnic area, showers, snack bar, pay phone, groceries, bait, tackle, ice and gasoline. A launching **ramp** is nearby.

43 *Hillside Camp*, a cottage resort 0.5 kilometre (0.3 mile) east of Curtis Point, has depths of 3 feet (0.9 m) and offers some dockage with power outlets and boat rentals.

44 **Harwood** is a small settlement SE of Tic Island on the south shore of the lake.

45 As well as the facilities listed below, Harwood has churches, two stores, restaurants, post office and a service station.

 46 *Golden Beach Resort*, about 2.4 kilometres (1.5 miles) NE of Harwood, has extensive protected dockage with power and water, depths of 5 feet (1.5 m), and

also offers a **ramp**, boat hardware, canoe and boat rentals, camping, picnic area, snack bar and restaurant, laundromat, showers, pay phones, groceries, naphtha, propane, bait, tackle, ice and gasoline.

47 *Holidae Holm*, 0.8 kilometre (0.5 mile) NE of Harwood, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power and water, **ramp**, minor engine repairs, boat rentals, camping, showers, pay phone, bait, tackle and gasoline.

48 *Cedar Cove Cottages*, 0.32 kilometre (0.2 mile) NE of Harwood, has depths of 3 feet (0.9 m) and offers dockage with power and water, **ramp**, canoe and boat rentals, pay phone, picnic area, camping, showers, laundromat, licensed restaurant and dining room, some groceries, bait, tackle, ice and gasoline.


49 *Adventure Bay Cottages and Boat Rentals*, 1.3 kilometres (0.8 mile) west of Harwood, has depths of 4 feet (1.2 m) and offers dockage, **ramp**, engine repairs, boat and motor sales and service, boat hardware, boat rentals, pay phone, showers, laundromat, snack bar, swimming pool, groceries, bait, tackle, water, ice and gasoline.


50 **Point of interest.** — *Harwood Fish Culture Station*, a provincial facility about 21 kilometres (12 miles) southeast of Harwood, stocks local lakes and some of their tributary rivers with brown trout. Interested visitors are welcome during daily visiting hours.

Rice Lake — NW Shore

Roach Point to Hatrick Point

51 **Roach Point** ($44^{\circ}12.4'N$, $78^{\circ}09.2'W$) is the wooded peninsula forming the south side of the entrance to the Indian River.

 52 The shoreline between Roach Point and Picnic Point, 5 kilometres (3 miles) to the SW, is low with wide areas of marsh and weeds reaching out to the offshore islands. To the SW of Picnic Point the coast is higher and well treed.

 53 **Caution.** — As mentioned earlier, a row of **submerged** cribs crosses the lake from Picnic Point to Tic Island. Boaters are cautioned to avoid these dangers by using the **buoyed** channels.

54 *Serpent Mounds Provincial Park*, located at Roach Point, was designated a National Historic Site in 2002. This park, closed in 2009, is so named because it includes the site of the Serpent Mounds — mounds of earth used as burial places some 2000 years ago. These mounds were evidently built over a period of many years by First Nations of the *Point Peninsula Culture*, although the use of burial mounds such as these is more typical of the *Ohio Valley Hopewell Culture*.



55 *Angler's Retreat* has depths of 4 feet (1.2 m) and offers dockage, outboard motor sales and service, canoe and boat rentals, pay phone, showers, groceries, propane, bait, tackle, water, ice and gasoline.

56 *Whispering Pines*, a cottage resort 0.32 kilometre (0.2 mile) farther north, has depths of 3 feet (0.9 m) and offers a **ramp**, canoe and boat rentals, groceries, bait, tackle, water and ice. A pay phone and a launching **ramp** are nearby.

57 *Shady Acres Cottage and RV Resort*, on the east side of **McGregor Bay** about 1.1 kilometres (0.7 mile) NW of Roach Point, has depths of 5 feet (1.5 m) and offers some dockage, **ramp**, boat rentals, pay phone, picnic area, camping, showers, laundromat, swimming pool, snack bar, some groceries, water, ice and some gasoline.

58 *Highland View Resort*, on the west side of McGregor Bay, has depths of 3 feet (0.9 m) and offers dockage, pump out, **ramp**, canoe and boat rentals, pay phone, showers, laundromat, groceries, bait, tackle, ice and gasoline.

59 *Hiawatha Tent & Trailer Park*, 0.16 kilometre (0.1 mile) NE of Picnic Point, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers dockage, **ramp**, picnic area, camping, showers, snack bar and ice.

60 *Camp Cherokee*, next to *Hiawatha Park*, has depths of 5 feet (1.5 m) and offers dockage, boat rentals, pay phone, picnic area, groceries, bait, tackle, water, ice and gasoline.

61 **Hatrick Point** lies about 2.4 kilometres (1.5 miles) SW of Picnic Point.

62 *Elm Grove Resort*, mainly a cottage resort, has depths of 3 feet (0.9 m) and offers boat rentals, pay phone, camping, showers, groceries, bait, tackle, water, ice and gasoline.

63 The entrance to the Otonabee River lies about 1.3 kilometres (0.8 mile) south of Hatrick Point and is marked by navigational aids.

Rice Lake — SE Shore

Harwood to Bewdley



64 **Gores Landing** ($44^{\circ}07'N$, $78^{\circ}14'W$) is a small community on the south shore of the lake, about 5 kilometres (3 miles) SW of Harwood. There is a Public **wharf** here about 215 feet (66 m) long with an open shelter near the east end and depths of 2 to 7 feet (0.6 to 2.1 m). There is a launching **ramp** beside the dock.

65 Gores Landing has churches, a store, a hotel, restaurants, post office and a doctor. The nearest medical facilities are at Cobourg, about 21 kilometres (13 miles) to the south.

66 **Historical note.** — Gores Landing was the birthplace of John David Kelly (1862 to 1958) who was a gifted painter and illustrator.

GORES LANDING (1988)



67 There are several **marinas** near Gores Landing as shown on the chart:

68 *Pinecrest Rice Lake Cottages*, 1.3 kilometres (0.8 mile) to the east, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers a **ramp**, boat rentals, pay phone, showers, laundromat, bait, tackle, water, ice and gasoline.

69 *Plank Road Cottages & Marina*, 0.8 kilometre (0.5 mile) east of Gores Landing, had depths of 6 feet (1.8 m) and offers dockage with power and water, boat and motor rental, toilets and showers and ice.

70 The *Victoria Inn*, close east of *Gores Landing Park & Marina* (for sale in 2015), is a 19th Century country inn. With depths of 3 to 4 feet (0.9 to 1.2 m), facilities available for their guests include dockage with power and water, canoe and boat rentals, pay phone, hotel accommodation, swimming pool, licensed restaurant and patio.

71 *Baker Marine* offers outboard motor service.

72 *Harris Boat Works*, 0.6 kilometre (0.4 mile) west of Gores Landing, has depths of 4 to 6 feet (1.2 to 1.8 m) and offers dockage with power and water, pump out, **ramp**, 10.9-tonne hoist, repairs, boat and motor sales and service, boat rentals, some boat hardware, snack bar, camping, showers, pay phone, some bait, tackle, ice and gasoline. A flashing yellow **light** is privately maintained on the dock at this marina.

73 **Halstead Beach** is a small community on the south shore of Rice Lake about 5 kilometres (3 miles) WSW of Gores Landing.

74 *Tower Manor Lodge*, a cottage and trailer park 0.5 kilometre (0.3 mile) NE of Halstead Beach, has depths of 3 feet (0.9 m) and offers dockage, **ramp**, canoe and boat rentals, pay phone, picnic area, camping, showers, snack bar, groceries, bait, tackle, ice and gasoline.

Bewdley

75 **Bewdley**, which in 2011 had a population of 508, is a settlement at the SW end of Rice Lake.

76 Bewdley has a church, two stores, post office, restaurants, liquor and beer store, service station and a hotel. The nearest medical facilities are at Port Hope, 16 kilometres (10 miles) south of here.

77 Joseph Scriven, the famous street preacher and author of the world famous hymn *What a friend we have in Jesus*, drowned near Bewdley in 1886 and is buried in a graveyard at **Pengelly Landing** on the west shore of Rice Lake. There is a monument to Joseph Scriven beside the coast road near the junction close east of Bewdley, and the words of this hymn which have brought so much comfort to so many people over the years are inscribed on it.

BEWDLEY (1988)



78 The Public **wharf** at Bewdley is 60 feet (18.3 m) long and 30 feet (9.1 m) wide with an elevation of 4 feet (1.2 m) and depths of 4 feet (1.2 m).



79 **Caution.** — Boaters are cautioned to approach this wharf with care due to **obstructions** lying off the end of the wharf. These obstructions are the remains of pilings, submerged by 1 to 3 feet (0.3 to 0.9 m).

80 *Bewdley Waterfront Park*, a municipal day use park lying west of the Public wharf, has picnic areas, swimming beach and a children's playground. A floating wharf extending out from shore at the east side of the park is being used by a boat rental business.

81 During the summer this area abounds with water-ski enthusiasts and fishermen.



82 There are **marina** facilities both to the east and to the west of the Bewdley Public wharf, but not near the wharf itself:

83 The *Captain's Marina*, about 0.16 kilometre (0.1 mile) east of the Public wharf, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers some dockage with power outlets, **ramp**, repairs, boat sales and service, motor sales and service, boat hardware, canoe and boat rentals, houseboat rentals, showers, naphtha, bait, tackle, ice and gasoline.

84 *Sunrise Tourist Trailer Park*, 0.5 kilometre (0.3 mile) west of the Public wharf, has depths of 2 to 3 feet (0.6 to

0.9 m) and offers some dockage, **ramp**, canoe and boat rentals, pay phone, picnic area, showers, swimming pool, children's playground, groceries, bait, tackle and ice.

Rice Lake — West Shore

Bewdley to Otonabee River

85 There are no facilities for boaters along the 8 kilometres (5 miles) of shoreline between Bewdley and Hall Landing (*44°09'N, 78°16'W*).

86 **Hall Landing** is a small settlement on the north shore of Rice Lake about 3.2 kilometres (2 miles) west of the entrance to the Otonabee River.

87 The nearest village is **Bailieboro**, about 8 kilometres to the SW by road, where there are churches, a few stores, veterinarian, post office and a service station. The nearest medical facilities are at Millbrook, 10 kilometres farther west by road.




88 *Southview Cottages*, a cottage resort and trailer park at Hall Landing, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers some dockage with power and water, boat rentals, pontoon boat rentals, pay phone, camping, showers,


laundromat, some boat hardware, groceries, bait, tackle, ice and gasoline.

89 *Silver Leaf Cottages*, also at Hall Landing, has depths of 6 feet (1.8 m) and offers some dockage, **ramp**, boat rentals, water taxi service, pay phone, camping, showers, snack bar, groceries, bait, tackle, ice and gasoline.

90 **Cow Island**, wooded, is about 1.3 kilometres (0.8 mile) east of Hall Landing. The island lies about 0.32 kilometre (0.2 mile) offshore, but a wide area of drying weeds to the NNE connects with the mainland and other islands.

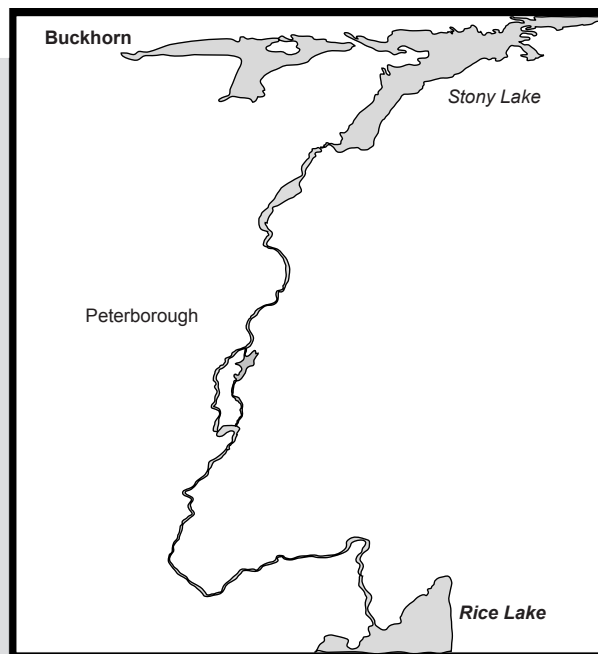
 91 There are **submerged cables** from the mainland shore from near Hall Landing to Long Island and from shore to Cow Island further east.


92 The entrance to the Otonabee River lies about 1.9 kilometres (1.2 miles) east of Cow Island and is marked by navigational aids.

 93 A channel suitable for smaller boats is reported to pass north of Cow Island and the unnamed island to the east. This channel is reported to have depths of 4 feet (1.2 m) and to provide good sheltered access to the western entrance channel of the Otonabee River.

94 The Otonabee River is described in Chapter 4.

Rice Lake to Buckhorn



 1 **Caution — Depths.** — Boaters are reminded that all depths mentioned in this booklet refer to *chart datum*, as do all depths shown on *Canadian Hydrographic Service* charts. *Chart datum* for any given area is a low water level and boaters should refer to the section on *chart datum* in Chapter 1 for more detail and for information on obtaining day to day water level values.

2 **Note — Speed Limits.** — Many parts of the route described in this chapter have speed limits provided by the *Vessel Operation Restriction Regulations*. The sections of the waterway covered by these speed limits are generally marked by signs, and the speed limits are strictly enforced by police patrols.


Otonabee River and Trent Canal

Chart 2022-3


Rice Lake to Peterborough


3 The river and canal channel from Rice Lake to Little Lake at Peterborough, a distance of 32 kilometres (20 miles), is marked with **buoys** and **beacons**. Most of this section of the waterway is through tree-lined swamp land. There are no locks to pass through until the approach to Little Lake.

4 **Entrance to Otonabee River.** — The main route of the *Trent-Severn Waterway* leads from Rice Lake into the **Otonabee River** and Trent Canal (*local name*). The entrance to the Otonabee River, about 1.3 kilometres (0.8 mile) south of Hatrick Point, is marked by a **light**, **buoys** and a **daybeacon**.

 5 **Otonabee River East entrance light (1347.5)** is on a float moored about 0.3 kilometre (0.2 mile) SE of the entrance to the Otonabee River. The light is shown at an elevation of 30 feet (9.1 m) from a tower 27 feet (8.2 m) high with a starboard hand **daybeacon**.

6 A starboard hand **daybeacon** is at the SE end of the island on the east side of the river entrance.


 7 **Campbelltown**, a small community, is 8 kilometres (5 miles) upstream from Rice Lake. A Public **wharf** 53 feet (16 m) long with depths of 9 feet (2.7 m) and a boat launching **ramp** are located at Campbelltown.


 8 At **Bensfort Bridge**, 4.3 kilometres (2.7 miles) farther upstream, there is a **bridge** with a

OTONABEE RIVER (1988)



vertical clearance of 25 feet (7.6 m) marked with two fixed white **lights** on each side.


 9 **Caution.** — A **submerged** power **cable** is laid across the river close east of the bridge.


 10 The *Bensfort Bridge Resort*, a cottage and trailer park close east of the bridge, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers dockage with power and water, **ramp**, canoe and boat rentals, pay phone, camping, showers, bait, tackle, ice and gasoline.

11 A paved launch **ramp** is on the south shore close west of the bridge.


12 The facilities located on the north shore close east of the Bensfort Bridge Public wharf are private.


13 **Wallace Point**, a small community, is about 6.4 kilometres (4 miles) upstream of Bensfort Bridge.


 14 The **bridge** crossing the river at Wallace Point has a vertical clearance of 25 feet (7.6 m).


 15 *Squirrel Creek Conservation Area* is on the west shore south of the bridge. With depths of 2 to 3 feet (0.6 to 0.9 m), facilities available include dockage, concrete **ramp**, picnic areas, pay phone, sandy beach and a nature trail.


16 *Kawartha Trails Resort*, a private resort on the NE shore north of the bridge, offers no facilities for the passing boater.

 17 At Wallace Point near Kilometre 129 (Mile 80.4) on the east side of the river north of the bridge there is a small craft harbour. This harbour consists of an L-shaped floating **wharf** 40 feet (12.2 m) long with depths of 5 to 8 feet (1.5 to 2.4 m).

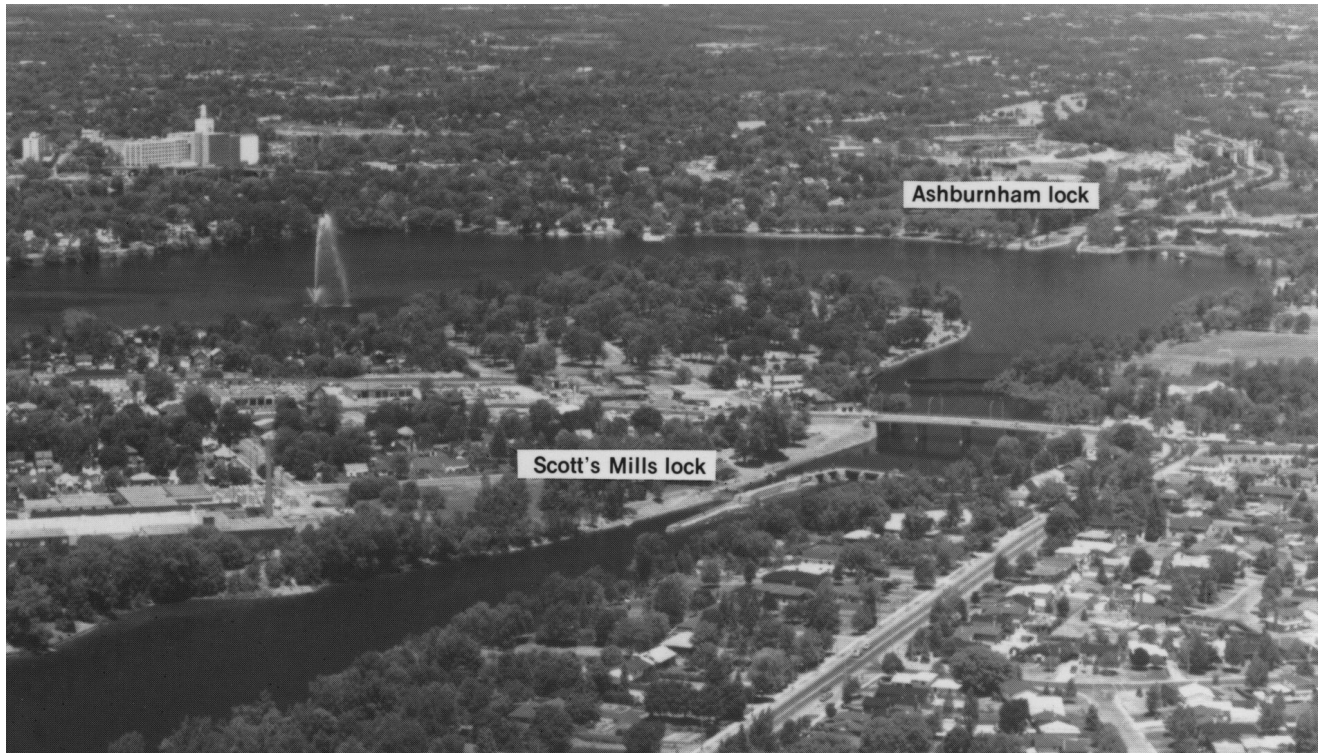
 18 The Frazerville (*a local name*) **wharf** on the west side of the river upstream of Kilometre 132 (Mile 82.5) is also a small craft harbour with a gravel **ramp**. This floating wharf is 50 feet (15.2 m) long and has depths of 8 feet (2.4 m).

 19 **Caution.** — Several **overhead** power **cables** cross the route between Kilometre 134 and 134.5 (Mile 83.8 and 84). The least vertical clearance of these overhead cables is about 57 feet (17.4 m).



 20 **Caution.** — Two **submerged** power **cables** are laid across the river near Kilometre 134.8 (Mile 84.2). The locations of these cables are marked by signs on shore and boaters are cautioned not to anchor in this vicinity.


 21 *Willow Bend Marina*, in a sheltered cove on the west shore opposite **Telephone Point**, has depths of 6 feet (1.8 m) and offers dockage with power and water, pump out, **ramp**, 18-tonne hoist, repairs, outboard motor sales and service, boat hardware, pay phone, picnic area, camping, showers, laundromat, snack bar, some groceries, bait, tackle,

LITTLE LAKE AND PETERBOROUGH (1988)




ice, gasoline and diesel fuel. This marina specializes in engine repairs of all types. Propane is available nearby. This marina was for sale in 2016.

22   Two highway **bridges** cross the waterway near Kilometre 140.5 (Mile 87.8). These bridges have clearances of 25 and 29 feet (7.6 and 8.8 m) and are marked with two red and green **lights** on each side.

23  **Caution.** — An **overhead power cable**, vertical clearance 52 feet (15.8 m), crosses the river close south of the bridges. A **submerged gas pipeline** crosses the river 61 m (200 feet) farther south.


24 A launch **ramp** is on the west shore 0.2 kilometre (0.1 mile) north of the bridges.

25  **Caution.** — Four **submarine power cables** and one **submarine gas pipeline** cross the river in the 1.6-kilometre (1-mile) stretch upstream of the bridges. Boaters are cautioned not to anchor in this vicinity.

26 The gravel launch **ramp** on the east shore near Kilometre 142.4 (Mile 89) is suitable only for small boats.

27 **Scott's Mills lock** (lock 19), with a lift of 8 feet (2.4 m), is located on the west side of the river near Kilometre 143 (Mile 89.3), 0.6 kilometre (0.4 mile) downstream of **Little Lake** at Peterborough. For a view of Little Lake see the photograph.

28 **Historical note.** — This lock is named after Adam Scott from Edinburgh, Scotland, who settled here in 1819 and built a lumber mill and a distillery.

29  **Caution.** — The highway **bridge** close upstream of lock 19 has a vertical clearance of 22 feet (6.7 m). The railroad swing **bridge** 0.2 kilometre (0.1 mile) farther upstream has a vertical clearance of 9 feet (2.7 m) when closed, but is reported to remain in the open position during the navigation season.

30 *Beavermead Park*, a municipal park and campground on the east shore close north of the above-mentioned bridges, has mini-golf, paddle boats, launching **ramp**, canoes, small store and snack bar and ice but no dockage. This park also has landscaped picnic areas, sandy beach, playground and playing fields.

Peterborough

31 **Peterborough** is a city on the Otonabee River. Its population in 2011 was 80 660. No longer the dominant local industry, manufacturing is still one of the key sectors along with food processing, automotive supplies, electronics, aerospace and life sciences/biotechnology. Everything the boating enthusiast requires is available in the city. Peterborough's main claim to fame is the highest hydraulic lift lock in the world,

having a lift of 65 feet (19.8 m). The administrative offices for the *Trent-Severn Waterway* are located in Peterborough.

32 Peterborough is connected by first class highways to all major cities in southern Ontario. There is regular bus and train service to these cities. The location of Peterborough airport is shown on the chart; both charter and schedule flights operate from the airport.

33 Charts and nautical publications can be purchased from *Parks Canada Agency, Trent-Severn Waterway* at the *Peterborough Lift Lock Visitor Centre* near the lift lock; from *Boater's World*, 190 George Street North; and from *Paris Marine*, 2980 Lakefield Road, Selwyn, all of whom are authorized dealers for the *Canadian Hydrographic Service*.

34 **Historical note.** — After Adam Scott settled by the Otonabee River in 1819, this area became known as *Scott's Plains*. In 1825 Peterborough itself was established when Peter Robinson brought 2000 emigrants from Ireland and established a community here on the banks of Little Lake.

35 Peterborough is a lively resort town with many things to interest the visitor, only some of which are mentioned here:

36 The oldest stone house in Peterborough is the *Hutchison House*, built in 1836 by the people of Peterborough for Dr. John Hutchison. This house has now been restored and furnished in the styles of the 1840s and 1860s by the *Peterborough Historical Society*, and is a “living history museum” with costumed guides and cooking demonstrations.

37 The *Art Gallery of Peterborough*, on Crescent Street, has a permanent historical and contemporary collection as well as changing displays and art sales and rentals.

38 The *Trent University Art Collection* at Trent University is an art collection in open spaces which hosts special exhibitions of recent work by Canadian artists. Exhibits are of works in various art forms.

39 *Gallery in the Attic*, downtown, features displays of many types of work by Canadian artists and native artisans. Articles are for sale but browsers are welcome.

40 *Artspace*, a multi-media performance and visual arts centre in the downtown *Old Market Hall*, is a non-profit organization operated by local artists. Exhibitions include traditional art but the focus is on new work by regional and international artists, and also includes live stage productions by theatre and dance groups.

41 *Arbor Theatre* produces live stage performances at the *Wenjack Theatre* of Trent University. Presentations include both drama and comedy productions by professional actors from across Canada.

42 The *Canadian Canoe Museum*, in the former Outboard Marine Corporation (OMC) marine manufacturing facility, showcases the importance of the canoe and kayak in Canadian culture.


43 *Peterborough Lift Lock*, described in more detail later, is a world-famous attraction for visitors. A masterpiece

of modern engineering when it first opened in 1904, the lift lock is a marvel to this day and has become an engineering classic.


44 *Peterborough Centennial Museum and Archives*, not far from the lift lock, is a museum devoted to the history of the *Trent-Severn Waterway* and to the city of Peterborough itself. Displays include exhibits of early artifacts.

45 *Liflock & The River Boat Cruises* operates sight-seeing trips from Victoria Day until Thanksgiving. These excursions are in special tour boats based at the Peterborough town dock at the west end of Little Lake. *Ontario Waterway Cruises* offers a cruise from Peterborough to Big Chute and return.


46 *Riverview Park and Zoo*, about 3 kilometres (2 miles) north of the city centre, is operated by the *Peterborough Utilities Group*. The zoo began with the gift of a pair of crocodiles in 1933 and has grown to include over 200 animals and birds. Admission is free and features include a scaled-down 1860s railway train, an Ojibwa totem pole, and a Royal Canadian Air Force (RCAF) Sabre jet plane.

 47 Two Public **wharves** are located on Little Lake:

48 *Peterborough Mark Street Wharf* on the north side of the lake has a small gravel launch **ramp** and a short wharf.

 49 The other wharf is *Peterborough Crescent Street Wharf* at the SW end of the lake and is 110 feet (33 m) long, 3 feet (0.9 m) in elevation and has a “T” face 97 feet (30 m) long with depths of 17 feet (5.2 m).

50 *Del Crary Park*, a municipal day use park at the west end of Little Lake, has picnic areas and a bandshell with regular summer concerts and other activities. In 2016 these concerts on Wednesday and Saturday evenings featured the *Peterborough MusicFest*.


 51 *Peterborough Marina*, in *Del Crary Park*, has depths of 6 to 7 feet (1.8 to 2.1 m) and offers dockage with power and water, pump out, paddle boat rentals, boat hardware, pay phone, picnic area, showers, small restaurant, fishing tackle, ice, gasoline and diesel fuel. There was also a diver available for underwater propeller repairs. Laundromat, motel accommodation and propane are available nearby, as are all the facilities of downtown Peterborough.


52 About 122 m (400 feet) north of *Peterborough Marina* is the dockage and departure point for *Liflock & The River Boat Cruises* and the *Kawartha Voyageur* tour boat.


53 Peterborough's *Centennial Fountain*, located in Little Lake, has jets shooting water as high as 250 feet (76.2 m) into the air and is Canada's highest floating fountain. The water jets and coloured lights of this fountain are coordinated with music during the *Peterborough MusicFest* performances.

54 The *Trent-Severn Waterway* proceeds upstream from Little Lake via **Ashburnham lock** (lock 20) at the NE end of the lake. This lock has a lift of 12 feet (3.7 m).

55 *Rogers Cove*, on the north shore of Little Lake between the Public wharf and the entrance to lock 20, is a municipal day use park with picnic tables, sandy beach and a children's adventure playground.



 56 **Caution.** — A swing road **bridge** about 146.3 m (480 feet) north of lock 20 has a vertical clearance of 4 feet (1.2 m) when closed. A swing rail **bridge** lying about 146.3 m (480 feet) farther north also has a vertical clearance of 4 feet (1.2 m) when closed but generally remains open during the navigation season.

 57 **Caution.** — Three **overhead power cables** cross the route between locks 20 and 21. The minimum vertical clearance of these cables is 38 feet (11.6 m).

 58 **Caution.** — Between locks 20 and 21 there are two **submerged cables** and three **submerged pipelines**. Boaters are cautioned not to anchor or fish in this stretch.

59 The grassy banks of the Trent Canal between locks 20 and 21 are provided with picnic tables, maintained by *Parks Canada* for the use of visitors.


60 The grounds of the *Liftlock Golf Club* golf course lie close to the east of here.

  61 From Ashburnham lock it is a distance of 1.8 kilometres (1.1 miles) by the Trent Canal to the famous **Peterborough lift lock** (lock 21). Traffic signal

lights are located at both ends of this lock, for details *see* Chapter 1. For a view of this lock *see* the photograph. Boaters are cautioned to avoid grounding when leaving the lock area where the vertical concrete walls of the lock approaches meet the natural shoreline. To avoid the shallower natural contours of the canal, deep draught boats should keep 4.6 m (15 feet) off the shore.

62 The *Peterborough Lift Lock Visitor Centre* is located in landscaped parkland close SW of the lift lock. This centre was opened by H.R.H. Prince Andrew in June 1985 and includes an exhibit and viewing area as well as a theatre and a section with displays telling the story of this world-famous lift lock.

63 *TrentSevern.com* is a non-profit organization established to promote and support local activities and interest in the *Trent-Severn Waterway*. Volunteers are on staff from Victoria Day weekend to Thanksgiving weekend to help with inquiries as well as helping to operate the sales area at the *Peterborough Lift Lock Visitor Centre*. This is also an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

 64 There is an area of dockage along the west side of the canal below the lift lock. This dockage is for the use of boaters while visiting the *Peterborough Lift Lock Visitor Centre* but is not available for overnight use.

PETERBOROUGH LIFT LOCK (LOCK 21) (2015)




Peterborough lift lock

65 The Peterborough lift lock operates on a very simple weight transfer principle, and has worked smoothly ever since it was completed in 1904.

66 The system consists of two lock chambers side by side, each 140 feet (42.7 m) long and 33 feet (10 m) wide, filled with water and any boats in transit. Each of these lock chambers rests on a vertical ram 7.5 feet (2.3 m) in diameter in a water-filled cylinder, with the two cylinders being connected by a crossover valve. With the valve open, one lock descending will thus force the other lock to rise the same distance.


67 The system is designed so that the upper lock will take in an extra 1 foot (0.3 m) of water when the gates open, thus weighing some 130 tonnes more than the lower lock. When the gates are closed and the crossover valve is opened, the heavier lock will descend, forcing the lower, lighter, lock to rise to the upper level. The weight of water does it all, and the operation is fast and quiet with boats being locked through in both directions at the same time.


 68 **Caution.** — During the closed hours, the water level between Ashburnham lock (lock 20) and Peterborough lift lock (lock 21) fluctuates. For this reason boaters are cautioned not to secure to the walls in this reach during non-operating hours.

Peterborough to Lakefield


Chart 2023-1


69 From the Peterborough lift lock to the village of Lakefield is a distance of about 14.4 kilometres (9 miles) with five locks and a total lift of about 64 feet (19.5 m). This part of the waterway passes through the Trent Canal and Otonabee River which is narrow and picturesque, but about 3.2 kilometres (2 miles) from the Peterborough lift lock there is a 1.6 kilometres (1 mile) stretch of **foul ground** where it is shallow with weeds and rocks. The channel is well marked with **buoys** and **daybeacons**. About 6.4 kilometres (4 miles) from the lift lock, Trent University is on the west bank of the river. It was designed to blend into the surrounding locality and does so with pleasing effect.


 70 **Caution.** — Several **bridges** cross the route along the 6.6-kilometre (4.1-mile) section between locks 21 and 22. The vertical clearance is 22 feet (6.7 m) under the road bridge at Nassau (Kilometre 150, Mile 93.4) though the swing bridge near Kilometre 146 (Mile 91) has a vertical clearance of only 5 feet (1.5 m) when closed.

 71 **Caution.** — A guard gate whose purpose is to protect the Peterborough lift lock is close upstream

of the swing bridge near Kilometre 146 (Mile 91). The gate is closed after each operating day and opened the following morning, and is also kept closed during the off season. A gap of 1 foot (0.3 m) is maintained between the gates, thus allowing enough flow to keep the upper lift tank full, but the gates close automatically to protect the lift lock in the event of a sudden surge.



 72 Boaters planning to proceed towards Lakefield after leaving the lift lock should not stop until their craft is upstream of the guard gate.

 73 **Caution.** — **Overhead** power cables cross the route in this area as shown on the charts. The vertical clearance is 27 feet (8.2 m) at an **overhead** power cable near Kilometre 145.7 (Mile 91). A **submerged** power cable is laid across the channel near the guard gate.

 74 Near Kilometre 147 (Mile 92.3) on the eastern shore is a high red and white transmitter tower with red aircraft obstruction **lights**. This is the transmitter for station CHEX of Peterborough. Close west of this tower is a smaller microwave tower.

75 At **Nassau** near Kilometre 150 (Mile 93.8) there is a narrow stretch where the sides of the channel are formed by concrete walls. The channel is 45 feet (13.7 m) wide here, and is 6 feet (1.8 m) deep.

76 **Nassau Mills lock** (lock 22), having a lift of 14 feet (4.3 m), is close upstream of Trent University. For a view of this lock *see* the photograph.


  77 **Caution.** — Strong cross **currents** may be encountered at the southern approaches to Nassau Mills lock. Boaters should exercise particular care when near other vessels in this area.

78 **Otonabee lock** (lock 23) is located about another 0.8 kilometre (0.5 mile) upstream. This lock has a lift of 12 feet (3.7 m). For a view of this lock *see* the photograph.

79 **Douro lock** (lock 24), with a lift of 12 feet (3.7 m), is 2.4 kilometres (1.5 miles) upstream of Otonabee lock. For a view of this lock *see* the photograph.

80 **Sawer Creek lock** (lock 25), a further 1.4 kilometres (0.9 mile) upstream, has a lift of 10 feet (3 m). For a view of this lock *see* the photograph.

81 Near Kilometre 157.5 (Mile 98.4) the channel passes between two small, wooded islands. Boaters should note that the deeper part of the channel is closer to the western island.

 82 A Public **wharf** is on the east bank of the river about 1.8 kilometres (1.1 miles) upstream of Sawer Creek lock. This wharf is 3 feet (0.9 m) in elevation and 80 feet (24 m) long with depths of 5 to 6 feet (1.5 to 1.8 m). A gravel launching **ram** lies at the downstream end of this wharf.

83 **Lakefield lock** (lock 26) has a lift of 16 feet (4.9 m) and is located 0.4 kilometre (0.25 mile) upstream of the Public wharf. For a view of this lock *see* the photograph.

NASSAU MILLS LOCK (LOCK 22) (2015)



OTONABEE LOCK (LOCK 23) (2015)



DOURO LOCK (LOCK 24) (2015)




SAWER CREEK LOCK (LOCK 25) (2015)



LAKEFIELD LOCK (LOCK 26) (2015)




 84 The highway **bridge** at Lakefield has a vertical clearance of 23 feet (7 m).

85 **Lakefield**, a village with a population of 2758 (2011), is a very active summer resort centre and is known as the *Gateway to the Kawartha Lakes*.

86 Lakefield has banks, churches, doctor, dentist, veterinarian, stores, post office, laundromat, beer and liquor stores, hotels and museums, with a motel, golf and tennis nearby.


87 The large white chimney, with an elevation of 305 feet (93 m), of an old cement factory, here is **conspicuous** from below lock 25 to about Kilometre 161 (Mile 100.5).

Chart 2023-2

 88 The Public **wharf** at Lakefield, along the east shore about 1.3 kilometres (0.8 mile) upstream of Lakefield lock, has depths of 6 to 9 feet (1.8 to 2.7 m), and an elevation of 2 to 4 feet (0.6 to 1.2 m).

89 *Isabel Morris Park*, close north of the Public Wharf, is a day use park with picnic areas.

90 The two launching **ramps** charted north of Lakefield lock are both gravel.

 91 Facilities for boaters are available at **marinas** above the lock at Lakefield:

92 *Toth Marine*, on the east shore close south of the Public wharf near Kilometre 160 (Mile 100), has depths of

4 feet (1.2 m) and offers a gravel **ramp** and hull repairs. This business specializes in fibreglass repairs.

93 *Lakefield Marina* is operated by Selwyn Township and offers transient and seasonal dockage, with power and water, pump-out, showers and washroom, snack bar and wireless Internet. They monitor VHF Channel 68.

94 *Lakefield Park & Campground*, a campground and trailer park across the river from *Toth Marine*, offers camping, picnic area, showers, laundromat, some groceries, ice and water. There is a sandy beach on the east side of the park and a launching **ramp** on its western shore.

95 The facilities at the NE end of the bay on the east side of the route near Kilometre 160 (Mile 99.8) are private.

96 **Historical note.** — Colonel Samuel Strickland was a prominent early settler in these parts, and was the main force in getting the lovely stone Christ Church built here in 1853. This church is close east of the river about 1 kilometre (0.6 mile) north of Lakefield lock, and has been restored as a museum with artifacts and documents from its early days.


Lakefield to Burleigh Falls


97 The route from Lakefield to Burleigh Falls passes through some of the Kawartha Lakes and is one of the

YOUNGS POINT LOCK (LOCK 27) (2015)




most scenic areas in the entire waterway. The channel is well marked by **buoys** and **daybeacons**. The distance from Lakefield to Burleigh Falls is about 22 kilometres (14 miles), and there are two locks, including the one at Burleigh Falls, in this section of the waterway. Immediately upon leaving Lakefield, Katchewanooka Lake is entered, the first of the Kawarthas.

 98 **Katchewanooka Lake** is about 8 kilometres (5 miles) long and 0.8 kilometre (0.5 mile) wide at the widest point. There is a well-**buoyed** channel through the lake to Youngs Point. The lake is noted for muskellunge fishing, but in the central area there is **foul ground** caused by dense weeds and large stumps; boaters are cautioned not to leave the channel.

 99 **Submerged cables** cross the lake near Kilometre 163.5 (Mile 102.2) and Kilometre 164.2 (Mile 102.6).

100 *Lakefield College School*, a well-known private school, is on the east shore of the lake about 0.8 kilometre (0.5 mile) NNE of *Lakefield Park & Campground*.

 101 A **marina** located at the south end of the lake was previously mentioned.


102 *Katchewanooka Resort*, a cottage resort on the west shore near Kilometre 166 (Mile 103), has depths of 3 to 5 feet (0.9 to 1.5 m) and offers a **ramp**, some repairs, canoe and


boat rentals, water taxi service, groceries, bait, tackle, water, ice and gasoline.

103 *RingTail Camp*, a camping and trailer resort on the NW shore of the lake near Kilometre 166.4 (Mile 104), reported no facilities for passing boaters.

104 **Youngs Point** is a small settlement at the north end of Katchewanooka Lake.

105 **Youngs Point lock** (lock 27) has a lift of 7 feet (2.1 m). For a view of the lock *see* the photograph.

 106 **Caution.** — The road **bridge** close west of the lock at Youngs Point has a vertical clearance of 22 feet (6.7 m) over a width of 50 feet (15.2 m). Except for this 50 foot (15.2 m) span, the clearance is reduced.

 107 **Caution.** — An **overhead cable** with a vertical clearance of 33 feet (10 m) crosses the route close east of the bridge and a **submerged cable** crosses close NE of the lock.

108 *Lakeside Antiques and Country Collectibles*, in an original pioneer building beside the lock, has been restored to its earlier life as an old-style country store with a selection of hand crafts, soaps and other pioneer artifacts.

109 *Youngs Point General Store*, open year round close north of the lock, is a post office and offers groceries, pay phone, bait, tackle, ice and naphtha, with a snack bar close by.

110 The *Old Bridge Inn*, a restaurant and B&B specializing in French cuisine, lies close south of the lock and is approached over a footbridge.



111 Three **marinas** are located on Clear Lake close above Youngs Point lock, as shown on the chart:

112 *Islandview Resort* has depths of 6 to 12 feet (1.8 to 3.7 m) and offers dockage with power and water, pump out, **ramp**, canoe and boat rentals, picnic area, camping, showers, restaurant, some groceries, sandy beach, children's playground, bait, tackle, ice, gasoline and diesel fuel. The dock is lit at night.

113 *Young's Point Marina* has depths of 5 feet (1.5 m) and offers dockage with power and water, concrete **ramp**, some boat hardware, picnic area, bait, tackle, ice and gasoline. This marina is also a dealer for steel and timber docks, boat hoists and ramps.

114 *Clearview Cottage Resort*, on the south shore near South Beach, has depths of 3 feet (0.9 m) and offers a small **ramp**, canoe and boat rentals, bait, tackle, water, ice and gasoline.

115 **Historical note.** — The settlement of Youngs Point had its beginnings in August 1825 when Francis Young and his family emigrated from Ireland and made their home here.

116 **Clear Lake** is about 8 kilometres (5 miles) long and 1.3 kilometres (0.8 mile) wide. Upon leaving Youngs Point lock, the main route passes north of a small group of islands and enters the lake. The area is well settled by cottagers and during the summer months there is an abundance of marine traffic.



117 *Youngs Point light* (1349) (44°29.4'N, 78°13.3'W) is on the west shore of Clear Lake, about 0.8 kilometre (0.5 mile) from Youngs Point lock. It is shown from a cylindrical mast 30 feet (9.1 m) high with a port hand **daybeacon** marked *C167* (not charted).

118 **South Beach** is a small community at the south end of Clear Lake. There is a private **wharf** here, and a windsurfing school.



119 **Kawartha Park** is on the west shore of the lake in the vicinity of Kilometre 174 (Mile 108). A Public **wharf** is located at the settlement, consisting of three floating sections 2 feet (0.6 m) high with a total length of 72 feet (22 m) and depths of 5 to 17 feet (1.5 to 5.2 m).



120 *Kawartha Park Marina*, adjacent to the Public wharf, has depths of 8 feet (2.4 m) and offers dockage with power, **ramp**, repairs and salvage work, boat and motor sales and service, 10-tonne hoist, boat hardware, boat and motor rentals, garbage disposal, toilets and showers, water taxi, picnic area, wireless Internet, snack bar, groceries, bait, tackle, propane, ice and gasoline. *Kawartha Park Marina* is also a summer post office. This marina specializes in sales of Mercury and Mercruiser and service of all kinds of motors, and is an authorized dealer for *Canadian Hydrographic*

Service nautical charts and publications. The entrance to the marina is marked by privately maintained **lights**. They report monitoring VHF Channels 16 and 68.



121 **Hannahs Rock** is a small rock, 2 feet (0.6 m) in elevation, about 0.8 kilometre (0.5 mile) ESE of Kawartha Park. North of Hannahs Rock, Clear Lake is encumbered with numerous islands, rocks and shoals. The main route passes east of Hannahs Rock to Hells Gate, where Clear Lake connects with Stony Lake. A boater without local knowledge should keep to the main channel in this area.



122 **Hells Gate** is at the SW approach to Stony Lake. The channel through this area is narrow and the boater must exercise extreme **caution**. The route is well marked with **buoys** and **daybeacons**. For a view of Hells Gate see the photograph.

123 On a small island in the SE part of Hells Gate stands the church of *St. Peters-on-the-Rock*. This church was first built in 1914 and has since been twice enlarged to better serve the local vacationers. Services are held each Sunday in July and August.



124 *Clear Lake light* (1350), on an islet about 2.1 kilometres (1.3 miles) NE of Hannahs Rock, is shown from a cylindrical mast 30 feet (9.1 m) high with a starboard hand **daybeacon** marked *C180* (not charted). The light is on the east side of the main channel leading to Hells Gate.

125 A starboard bifurcation (junction) **buoy** marked *CS* is moored at the north entrance to Hells Gate, about 213 m (700 feet) NW of **Hitchins Island**.

126 From the above-mentioned buoy the main route of the waterway leads to the west for 3.7 kilometres (2.3 miles) to Burleigh Falls. Another route leads to the east into the main part of Stony Lake. Both channels are marked with **buoys** and **daybeacons**.

Chart 2023-3

Stony Lake



127 **Stony Lake** is about 16 kilometres (10 miles) long and averages a little more than 1.6 kilometres (1 mile) in width. It is infested with islands, rocks and shoals. There are numerous cottages on the lake. The lake is entered from SW through Clear Lake and Hells Gate and from the NW through Burleigh Falls.


128 A starboard bifurcation (junction) **buoy** marked *CM* is moored about 1 kilometre (0.6 mile) east of the north entrance to Hells Gate, marking a channel leading east of Juniper Island to McCrackens Landing on the south shore of the lake.





129 **Juniper Island** is a large island just east of Hells Gate. A Public **wharf** 150 feet (45.7 m) long and 2 feet (0.6 m) in elevation is located at the NE end of the island. The wharf has depths of 9 feet (2.7 m) along the dock face.

HELLS GATE FROM SOUTH (1985)



 130 The *Association of Stony Lake Cottagers* maintains a post here during July and August. Facilities available include dockage, pay phone, post office, snack bar and some groceries. The Association operates a sailing school here, and the dock is lit.

 131 **McCrackens Landing** is a small settlement SE of Juniper Island. There is a Public **wharf** here, which is 3 feet (0.9 m) in elevation and 72 feet (22 m) long with depths of 2 to 3 feet (0.6 to 0.9 m), and a floating section 65 feet (20 m) long with depths of 6 feet (1.8 m).

 132 *Harbour Town*, at the Public wharf, has depths of 5 to 6 feet (1.5 to 1.8 m) and offers dockage with power and water, **ramp**, boat and motor rentals, garbage disposal, toilets and showers, water taxi, snack bar, bait, picnic area, wireless Internet and ice. A restaurant, *Lantern Restaurant & Grille*, is located here, as is *Firefly Bakery and Supply*.

133 *Wantasa Resort*, a cottage resort about 0.16 kilometre (0.1 mile) NE of the Public wharf, has depths of 5 to 8 feet (1.5 to 2.4 m) and for their guests has facilities such as dockage, **ramp**, canoe rentals, picnic areas and showers.


134 *Carveth's Marina*, 0.5 kilometre (0.3 mile) SW of McCrackens Landing, has depths of 3 to 6 feet (1.5 to 1.8 m) and offers some dockage with power outlets, **ramp**, repairs, boat and outboard motor sales and service, 1-tonne hoist,

boat hardware, canoe and boat rentals, water taxi, snack bar, propane, bait, tackle, ice, gasoline and diesel fuel.


135 A port bifurcation (junction) **buoy** marked *CJ* is moored close south of **Mouse Rock**, approximately 1.1 kilometres (0.7 mile) east of the starboard bifurcation **buoy** north of Juniper Island. It marks a channel leading into Mount Julian.

136 **Mount Julian** is a settlement on the north shore of the lake approximately 1.1 kilometres (0.7 mile) north of the port bifurcation **buoy**. It has a Public **wharf** 2 feet (0.6 m) in elevation and about 135 feet (41 m) long with depths of 7 feet (2.1 m).

137 **Ship Island** ($44^{\circ}33.5'N$, $78^{\circ}07'W$) lies about 0.3 kilometre (0.2 mile) off the north shore of Stony Lake.

 138 *Ship Island light* (1351), on the east end of the island, is shown from a cylindrical mast 30 feet (9.1 m) high.


139 The channel into the upper part of Stony Lake leads north of Ship Island as shown on the chart.


 140 **Northey Bay** lies on the north shore about 2.9 kilometres (1.8 miles) east of Mount Julian. Boaters should exercise care and enter Northey Bay at reduced speed due to neighbouring property being easily damaged by wave action.

CROWES LANDING (STONY LAKE) (1988)




141 **Woods Island** lies about 0.8 kilometre (0.5 mile) east of the entrance to Northey Bay. The route to Crowes Landing passes south of Woods Island.

 142 **Crowes Landing** is a settlement on the south shore of the lake, approximately 1.6 kilometres (1 mile) east of Woods Island. A Public **wharf** is located at the landing. The wharf is concrete, 2 feet (0.6 m) in elevation, with two floating sections each 65 feet (20 m) long with depths of 6 to 18 feet (1.8 to 5.5 m).

 143 **Knox's Marina**, next to the Public wharf, is private.

144 **Stoney Lake Market & Grill**, also at Crowes Landing, has limited boat hardware, boat and motor rentals, water taxi, picnic area, propane, bait, tackle, a licensed dining room, wireless Internet and ice. The general store here also carries bottled water, groceries, souvenirs and local Ojibwa crafts.


 145 Private navigation **lights** in the eastern part of Stony Lake are maintained by the *Upper Stony Lake Cottagers Association*. The latest information on these should be obtained from marina operators in this area.


Charts 2023-2, 2023-3

Burleigh Falls

146 **Burleigh Falls**, part of the Municipality of Trent Lakes which has a population of 5105 in 2014, is a settlement

about 3.2 kilometres (2 miles) west of Stony Lake offering motels and a restaurant.

 147 **Burleigh Falls lock** (lock 28) gives a lift of 24 feet (7.3 m) to Lovesick Lake. Traffic signal **lights** are located at both ends of the lock, for details *see* Chapter 1. For a view of the lock *see* the photograph.

 148 There are two **marinas** near Burleigh Falls, one downstream and one upstream of the lock:

149 **Lovesick Lake Park**, a campground and trailer park at the SE corner of Lovesick Lake, has depths of 2 to 10 feet (0.6 to 3 m) and offers a **ramp**, canoe and boat rentals, showers, restaurant, groceries, bait, tackle, water, ice and gasoline.

150 **Burleigh Falls Inn Marina & Suites**, also on the Stony Lake side of the lock, has depths of 6 feet (1.8 m) and offers dockage with power and water, propane, **ramp**, boat and motor rentals, toilets and showers, picnic area, ice, wireless Internet and gasoline. The facilities of the lodge, groceries and restaurants are all nearby.

151 **The Market at Burleigh Falls**, a general store and snack bar next to **Burleigh Falls Inn Marina & Suites** and not far from the Burleigh Falls lock, has gasoline pumps and carries groceries, souvenirs, bait, ice, and is noted for its home-made pies.


BURLEIGH FALLS LOCK (LOCK 28) (2015)





Burleigh Falls to Buckhorn

Chart 2023-2

152 The main route of the waterway leads to the west from Burleigh Falls to Buckhorn, a distance of nearly 13 kilometres (8 miles). The channel passes through **Lovesick Lake** and Lower Buckhorn Lake, two of the Kawartha Lakes; it is marked with **buoys** and **daybeacons**. This area, as with the previous section, is one of the most scenic areas in the waterway. There are two locks in this section of the waterway, including the one at Buckhorn.


 153 **Lovesick Lock** (lock 30) has a lift of 4 feet (1.2 m) from Lovesick Lake to Lower Buckhorn Lake. There are traffic signal **lights** at both ends of the lock, for details *see* Chapter 1. For a view of this lock *see* the photograph.

 154 **Lower Buckhorn Lake**, about 8 kilometres (5 miles) long and 1.6 kilometres (1 mile) wide, contains numerous islands, rocks, **shoals**, and in some areas, stumps and weeds. Without local knowledge, the boater should keep to the main channel.


 155 **Hutch's Deer Bay Marina**, near Kilometre 186 (Mile 116.3), has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power and water, pump out, **ramp**, motor repairs, some boat hardware, 1-tonne hoist, canoe and

boat rentals, water taxi service, snack bar, picnic area, camping, laundromat, showers, groceries, propane, bait, tackle, ice, gasoline and diesel fuel.

156 **Deer Bay** lies on the south side of Lower Buckhorn Lake about midway between Burleigh Falls and Buckhorn. Camping facilities are available on the SW part of the bay near **Pearson Point** ($44^{\circ}31.6'N$, $78^{\circ}17'W$).

 157 **Beachwood Resort**, a cottage resort on the NW shore of Deer Bay about 0.8 kilometre (0.5 mile) south of **Black Point**, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers dockage with power and water, **ramp**, canoe and boat rentals, water taxi service, motel accommodation, showers, licensed dining room, some groceries, bait, tackle, ice and gasoline.


158 **Victoria Springs** is a small community on the south shore of Lower Buckhorn Lake about midway between Deer Bay and Buckhorn.

 159 **Reach Harbour**, 0.3 kilometre (0.2 mile) west of Victoria Springs, reports depths of 4 to 15 feet (1.2 to 4.6 m) and offers dockage with power and water, pump out, paved **ramp**, engine and hull repairs, 7-tonne hoist, boat hardware, canoe and boat rentals, picnic area, showers, groceries, bait, tackle, ice and gasoline, and reported monitoring VHF Channel 68. This **marina** specialized in inboard and outboard motor repairs.

LOVESICK LOCK FROM SW (LOCK 30) (2015)



160 *Westwind Inn*, on the north shore near Kilometre 192 (Mile 120), has depths of 2 to 5 feet (0.6 to 1.5 m) and offers some dockage, canoe rentals, showers and licensed dining room.


 161 **Caution.** — A **submerged power cable** crosses the route near Kilometre 193.2 (Mile 121) near the west end of Lower Buckhorn Lake. Boaters are cautioned not to anchor or fish in this vicinity.


Buckhorn

162 **Buckhorn** is a lively resort community at the west extremity of Lower Buckhorn Lake. It is part of Trent Lakes municipality.

163 Buckhorn has churches, several stores, restaurants, post office, liquor and beer store, hotels, motels, museums and a service station.

164 **Buckhorn lock** (lock 31) has a lift of 11 feet (3.4 m). For a view of the lock *see* the photograph.

 165 The highway **bridge** crossing the route close north of this lock has a vertical clearance of 22 feet (6.7 m).


 166 Facilities for boaters are available above and below the lock at Buckhorn:

167 *Buckhorn Home Hardware*, on the roadside near the east end of the bridge close north of the dam at Buckhorn,

is a large hardware and general store. This store carries boat hardware, bait, tackle, naphtha and ice.

168 *Sunrise Resort*, on Lower Buckhorn Lake just north of lock 31, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power and water, **ramp**, boat hardware, canoe and boat rentals, garbage disposal, picnic area, toilets and showers, groceries (nearby), bait and wireless Internet. This resort is also an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

169 *Mainstreet Landing Restaurant*, in the SW approaches to lock 31, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers ice as well as the snack bar and restaurant.

 170 There are also **marinas** SW of Buckhorn at the north end of Buckhorn Lake. These are described in the next chapter.

171 **Points of interest.** — Buckhorn has become known as a centre for arts and crafts as well as being a popular vacation area. There are also several special events during the year.

172 The *Whetung Ojibwa Centre*, open year round on the *Curve Lake First Nation* territory about 11.2 kilometres (7 miles) south of Buckhorn, features displays of native art and works by local artists. There is also a small museum here with exhibits of native and pioneer artifacts including early hunting equipment. Dockage is available for visiting boaters.

BUCKHORN LOCK (LOCK 31) (2015)



173 The *Gallery on the Lake*, open year round on the north shore about 3.2 kilometres (2 miles) east of Buckhorn, exhibits work in various art forms by well-known Canadian artists. The *Buckhorn School of Fine Arts* is also based here, offering courses in painting with oils and water colours. Dockage is available for visiting boaters.

174 There are also other art and craft stores and workshops in the area, featuring work by local artisans as well as collectors' items and antiques.

175 *Buckhorn Fine Art Festival* is an annual event that takes place in August. Over 100 artists and craftsmen come together for this one weekend each year to show their work and to demonstrate their techniques. Most of this activity is

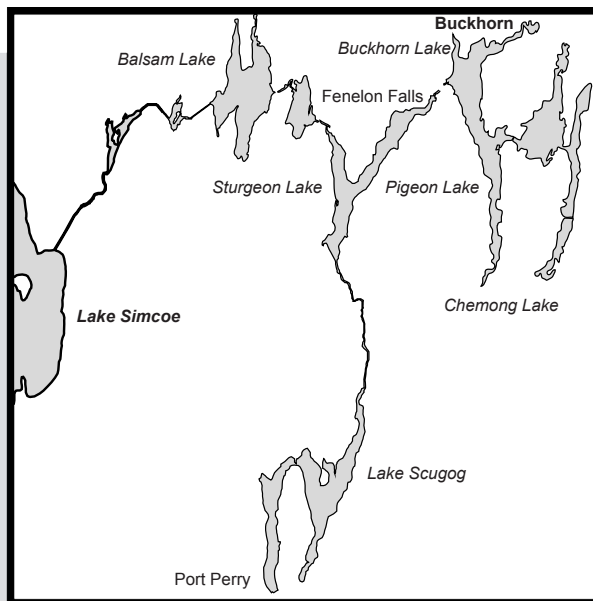
centered around *Festival Park* at the *Buckhorn Community Centre*.

176 **Historical note.** — Buckhorn had its beginnings in 1830 when John Hall built a saw mill and grist mill here, along with a dam and a wooden bridge across the falls. The community that developed here was called *Hall's Bridge*, but it was more commonly known as *Buck Horn* because of the fine collection of deer antlers that John Hall had mounted on the side of his mill.

177 In 1953 the village officially adopted the name of *Buckhorn*, though the original mills had by then disappeared.

178 Buckhorn to Lake Simcoe is described in Chapter 5.

Buckhorn to Lake Simcoe



1 Caution — Depths. — Boaters are reminded that all depths mentioned in this booklet refer to *chart datum*, as do all depths shown on *Canadian Hydrographic Service* charts. *Chart datum* for any given area is a low water level and boaters should refer to the section on *chart datum* in Chapter 1 for more detail and for information on obtaining day-to-day water level values.

2 Note — Speed Limits. — Many parts of the route described in this chapter have speed limits provided by the *Vessel Operation Restriction Regulations*. The sections of the waterway covered by these speed limits are generally marked by signs, and the speed limits are strictly enforced by police patrols.

Buckhorn to Gannon Narrows

Chart 2024-1

3 The main route of the waterway from Buckhorn lock (lock 31) to Gannon Narrows covers a distance of about 14.4 kilometres (9 miles), passing through Buckhorn Lake. The community of Buckhorn and the small-craft facilities at or near the community were described in Chapter 4.

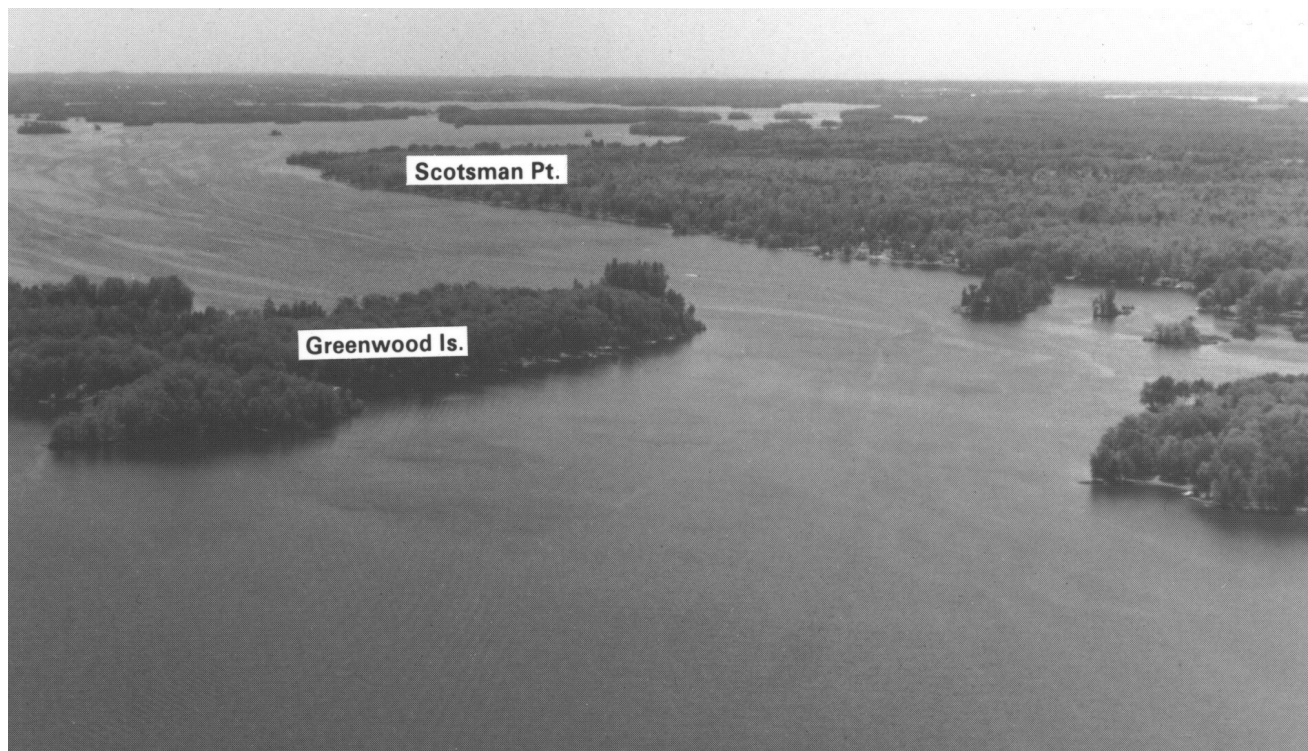
4 **Buckhorn Lake** is about 13 kilometres (8 miles) long and 0.8 kilometre (0.5 mile) wide in the NE half and 5 kilometres (3 miles) wide in the SW half. It contains numerous islands that provide shelter for boats during windy conditions. Without local knowledge, boaters are cautioned to keep to the **buoyed** channel in the lake.

5 There are two **marinas** on the west shore at the north end of Buckhorn Lake:

6 **Buckhorn Yacht Harbour** has depths of 3 feet (0.9 m) and offers dockage with power and water, pump out, **ramp**, repairs and salvage work, 20-tonne hoist, outboard motor sales and service, marine supplies, toilets and showers, propane, ice, gasoline and diesel fuel. This firm specializes in propeller repairs. They report monitoring VHF Channel 68. The entrance to the marina is marked by privately maintained **lights**. **Buckhorn Yacht Harbour** is an authorized dealer for *Canadian Hydrographic Service* charts and publications.

7 **Melody Bay Resort**, a trailer and cottage park close south of **Nicholls Point**, has depths of 2 to 4 feet (0.6 to 1.2 m)

BUCKHORN NARROWS FROM NORTH (1988)



and offers boat rentals, camping, groceries, bait, tackle, water, ice and gasoline.

8 **Buckhorn Narrows** is a narrow passage approximately 3.5 kilometres (2.2 miles) SW of Buckhorn. The passage is hazardous but well **buoyed**. A port hand **daybeacon** close south of the narrows can be used as a leading beacon when approaching Buckhorn Narrows from the SSW.

9 **Caution.** — At the SW entrance to Buckhorn Narrows, close south of port hand **buoy C303**, is a brown and yellow sign “Sunken Island — Ile submergée” mounted on a rock awash.

10 There are several **marinas** in the northern part of the lake south of Buckhorn Narrows:

11 *Buckhorn Narrows Resort*, a trailer and cottage resort on the west shore south of Buckhorn Narrows, has depths of 2 to 5 feet (0.6 to 1.5 m) and offers dockage, gravel **ramp**, boat rentals, picnic area, camping, showers, laundromat, groceries, bait, tackle, water, ice and gasoline.

12 *The Birches Resort*, a cottage resort on the west shore near Kilometer 198 (Mile 124), has depths of 2 to 4 feet (0.6 to 1.2 m) and offers a gravel **ramp**, boat rentals, restaurant, tennis court, groceries, bait, tackle, ice and some gasoline.

13 *Scotsman Point Cottage Resort*, open year round close west of **Scotsman Point** on the west shore of the lake,

has depths of 2 to 4 feet (0.6 to 1.2 m) and offers dockage with power and water, **ramp**, minor outboard motor repairs, canoe and boat rentals, water taxi service, laundromat, snack bar, children’s playground, groceries, bait, tackle, ice and gasoline. The *Lakeside Tea Room* here is noted for its afternoon teas.

14 *Six Foot Bay Marina*, a trailer park and cottage resort 0.5 kilometre (0.3 mile) west of Scotsman Point, has depths of 2 to 4 feet (0.6 to 1.2 m) and offers dockage with power and water, **ramp**, engine repairs and salvage work, marine supplies, canoe and boat rentals, picnic area, camping, showers, laundromat, snack bar, licensed restaurant, 18-hole golf course, mini golf, tennis courts, groceries, bait, tackle, ice and gasoline.

15 *Pioneer Park*, a camping and trailer resort on the east shore of Buckhorn Lake near Kilometer 201 (Mile 125.6), has depths of 3 to 7 feet (0.9 to 2.1 m) and offers dockage with power and water, **ramp**, canoe and boat rentals, picnic area, showers, laundromat, tennis, children’s playground, snack bar and restaurant, groceries, bait, tackle, ice and gasoline.

16 **Caution.** — A **submerged telephone cable** is laid from the **ramp** charted at *Scotsman Point Cottage Resort* and along the shore to a point 1 kilometre (0.6 mile) to the west. Much of the cable is 160 m (0.1 mile) offshore.

17 Several **lights** on posts are privately maintained along the breakwall at Pioneer Park.

18 **Fox Island** is a large island and *Curve Lake First Nation* territory in the central area of the SW portion of Buckhorn Lake. The main route passes close north of the island.

19 A port bifurcation **buoy** marked *CH* is moored about 5 kilometres (3 miles) SSW of Buckhorn Narrows and 0.8 kilometre (0.5 mile) NE of Fox Island, marking a **buoyed** channel that leads to Harrington Narrows and Chemong Lake.

20 **Nichol Island** is a medium-sized island about 244 m (800 feet) NW of Fox Island.

21 The passage between Nichol Island and Fox Island is dredged and narrow, and is marked at the west end by **daybeacons**.



22 *Theona Park*, just west of **Scollard Point** ($44^{\circ}27'N$, $78^{\circ}25'W$) at the south end of Buckhorn Lake, has depths of 3 to 6 feet (0.9 to 1.8 m) and offers dockage, **ramp**, boat rentals, picnic area, camping, laundromat, showers, snack bar, recreation hall, children's playground, groceries, bait, tackle, water, ice and gasoline. A privately maintained flashing amber **light** is mounted on a pole by the fuel dock. This marina is not suitable for houseboats. The nearest medical facilities are at Bridgenorth, 6 kilometres (3.8 miles) to the south.

23 *Emerald Isle Marina* on **Harrington Bay** has depths of 2 to 5 feet (0.6 to 1.5 m) and offers some dockage with power and water, pump out, **ramp**, 5.5-tonne hoist, repairs and salvage work, marine supplies, boat and outboard motor sales and service, boat and motor rentals, picnic area, groceries, naphtha, bait, tackle, wireless Internet, ice and gasoline. A privately maintained flashing yellow **light** mounted on a high pole at this marina is automatically switched on during darkness hours. This marina is not suitable for houseboats.

Chart 2024-3

Chemong Lake

24 **Harrington Narrows**, about 600 feet (183 m) wide, connects the SE end of Buckhorn Lake to Chemong Lake.



25 Dockage for boaters visiting the *Whetung Ojibwa Centre* is located on the SE shore of Buckhorn Lake at **Coppaway Point**, close north of Harrington Narrows.

26 The launching **ramp** charted on the south shore at the west end of Harrington Narrows is a sand and gravel ramp suitable only for small boats.



27 **Caution.** — A series of underwater pilings (*uncharted*) lies close off the SW shore of Harrington Narrows (near the ramp mentioned above), about 0.3 kilometre (0.2 mile) east of **Spencer Point**. These pilings are the remains of a wharf.



28 **Chemong Lake** is about 22 kilometres (14 miles) long and 1.1 kilometres (0.7 mile) in width. There are few islands in the lake and it offers excellent cruising. There is a causeway and **bridge** about 7.2 kilometres

(4.5 miles) south of Harrington Narrows. The bridge, at the east end of the causeway, has a vertical clearance of 22 feet (6.7 m). The bridge is marked by two privately maintained fixed white **lights** on each side. The route from Harrington Narrows to the bridge is shown on the chart.



29 In **Upper Chemong Lake** about 0.5 kilometre (0.3 mile) east of **Birch Island**, is a day-use park called *Selwyn Beach Conservation Area*. This is operated by the *Otonabee Region Conservation Authority* and has a concrete launching **ramp**, a swimming area, picnic grounds, and a **wharf** 3 feet (0.9 m) in elevation and 25 feet (7.6 m) wide with depths of 2 feet (0.6 m).



30 *Birch Bend Cottage Resort*, a cottage resort on the east shore at the north end of Upper Chemong Lake, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers dockage with power and water, small **ramp**, canoe and boat rentals and gasoline. There are no facilities for transient boaters.

31 *Skyline Resort*, a cottage and RV park on the west shore about 5 kilometres (3 miles) south of Harrington Narrows, has depths of 3 to 10 feet (0.9 to 3 m) and offers **ramp**, canoe and boat rentals, showers, laundromat, swimming pool, snack bar, groceries, propane, bait, tackle, water, ice and gasoline.

32 *Chemong Yacht Haven*, on the west shore about 0.8 kilometre (0.5 mile) north of the causeway, has depths of 2 to 8 feet (0.6 to 2.4 m) and offers dockage, concrete **ramp**, 4.5-tonne hoist, repairs and salvage work, marine supplies, picnic area, snack bar, bait, tackle, water, ice and gasoline.

33 *Mars Marina*, also on the west shore about 0.8 kilometre (0.5 mile) north of the causeway, has depths of 3 to 8 feet (0.9 to 2.4 m) and offers dockage with power and water, pump out, **ramp**, repairs and salvage work, boat sales and service, 15-tonne hoist, marine supplies, picnic area, showers, snack bar, ice and gasoline. This marina specializes in repairs to all types of motors.

Bridgenorth

34 **Bridgenorth** is a settlement at the east end of the causeway. It had a population of 2167 in 2011, and facilities include churches, stores, restaurants, post office, a bank, medical centre, doctors, dentist, veterinarian, motel, liquor and beer store. Golf and tennis are nearby.



35 Several **marinas** are located at or near Bridgenorth, as shown on the chart:

36 *Pine Grove Park*, a resort at the west end of the causeway, has dockage for the use of boaters visiting its restaurant.

37 *Bridgenorth Sports & Marine*, at the SE end of the causeway, specializes in bait and tackle, rods and reels of all kinds, boat and motor sales and service.

38 *Old Causeway Marina*, close south of the causeway at Bridgenorth, has depths of 5 feet (1.5 m) and offers dockage

BRIDGENORTH (1988)



with power and water, pump out, picnic area, showers, snack bar, licensed restaurant, bait, tackle, ice and gasoline. Dockage is available for visitors shopping in Bridgenorth.

39 *Star Marine*, next south, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers some dockage, **ramp**, boat rentals, marine supplies and gasoline.

Gannon Narrows to Bobcaygeon

Chart 2024-2

40 **Gannon Narrows** is a passage joining the SW end of Buckhorn Lake and Pigeon Lake. At the east end of the narrows, there is a causeway and fixed **bridge** with a vertical clearance of 22 feet (6.7 m).

41 **Jacob Island**, densely wooded, forms the north side of the west entrance to Gannon Narrows. **White Island**, also wooded, lies close to the north and is connected to Jacob Island by a marshy area.

42 **Blind Channel** is a sheltered route passing east and north of Jacob Island and White Island.

43 **Caution.** — A **submerged** telephone **cable** crosses Blind Channel from White Island westwards to the mainland, and other **submerged cables** cross from Jacob

Island to the mainland. Boaters are cautioned not to anchor or fish in these areas.

44 The route from the west entrance to Gannon Narrows to Bobcaygeon covers about 10.4 kilometres (6.5 miles), passing north through Pigeon Lake, and west through Big Bob Channel (Bobcaygeon River). The area is excellent for cruising. There is a lock at Bobcaygeon.

45 **Pigeon Lake** is about 27 kilometres (17 miles) long and varies in width from about 1.6 kilometres (1 mile) in the south part to 3.2 kilometres (2 miles) in the north. The main route of the waterway passes through the central part of the lake. The south and north parts of Pigeon Lake are described later.

46 **Gannon Narrows Marina**, about 1 kilometre (0.6 mile) NE of **Thorne Island**, has depths of 3 to 4 feet (0.9 to 1.2 m) and offers dockage with power, pump out, **ramp**, repairs and salvage work, garbage disposal, toilets, some marine supplies, water taxi service, picnic area, ice and gasoline.

47 *Elim Lodge*, a year-round Christian retreat and conference centre, lies about 1.6 kilometres (1 mile) north of Thorne Island and has depths of 3 to 5 feet (0.9 to 1.5 m) offering dockage, pump out, **ramp**, canoe and boat rentals, camping, showers, laundromat, snack bar and dining room, book store, tennis, swimming pool, children's playground,

GANNON NARROWS (1988)




groceries, propane, bait, tackle, water, ice and gasoline. There is also a church here with daily summer services.


48 *Camp Ashtabula*, a cottage and trailer resort 0.3 kilometre (0.2 mile) SE of **Davis Point**, has depths of 2 to 5 feet (0.6 to 1.5 m) and offers **ramp**, boat rentals, some bait and tackle, water and gasoline.

49 *Camp Fisherman*, north of *Camp Ashtabula*, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers dockage, gravel **ramp**, canoe and boat rentals, picnic area, camping, showers, laundromat, children's playground, propane, bait, tackle, ice and some gasoline. This facility is not suitable for houseboats.


50 *Pigeon Lake Yacht Club*, a private organization, has its premises in the south part of **Stumpy Bay**.

 51 *Beacon Island light* (1352) is shown from a cylindrical mast 30 feet (9.1 m) high with a starboard hand **daybeacon** (*not charted*), on **Beacon Island** about 0.64 kilometre (0.4 mile) NE of the east entrance to Big Bob Channel. This starboard hand daybeacon is the first navigational aid seen when approaching from south and makes a good leading mark until the Big Bob Channel **beacon** and **buoys** are seen.


52 **Big Bob Channel** follows the northern branch of the Bobcaygeon River and leads from Pigeon Lake to the lock at Bobcaygeon, 1.3 kilometres (0.8 mile) to the west at Kilometre 222.5 (Mile 139).

 53 **Caution.** — The road **bridge** crossing the channel near Kilometre 221.7 (Mile 138.5) has a vertical clearance of 22 feet (6.7 m). An **overhead cable**, upstream of the bridge, has a vertical clearance of 33 feet (10 m).


Bobcaygeon

 54 **Bobcaygeon lock** (lock 32) lies on the south side of Big Bob Channel and has a lift of 5.2 feet (1.6 m). The approach to the lock is marked by **buoys**. Traffic signal **lights** are fitted on the approach walls at each end of the lock. At the Pigeon Lake end the lights are on the north side and at the other end they are on the south side; for details see Chapter 1. For a view of this lock see the photograph.

55 At the east approach to the lock, there is a starboard hand **daybeacon** at the east end of the north side of the channel; at the west entrance, there is a port hand **daybeacon** at the west end of the south approach wall.

 56 **Caution.** — A rock 80 feet (24.4 m) SW of the port hand daybeacon has a depth of 3 feet (0.9 m).

57 The lock at Bobcaygeon is one of the busiest in the *Trent-Severn Waterway* and is located in the heart of the village.


 58 Close east of Bobcaygeon lock there is a swing **bridge** with a flashing red light at mid-channel on each side. This swing bridge has a vertical clearance of 11 feet

BOBCAYGEON LOCK (LOCK 32) (2015)




(3.4 m) when closed. Most houseboats are designed to pass safely under this bridge but the boater should ascertain the clearance required for his boat before arriving at Bobcaygeon and then approach this bridge with **caution**.

59 **Bobcaygeon** is a village on the **Bobcaygeon River**, midway between Pigeon Lake and Sturgeon Lake. In 2011 it had a population of 3533.

 60 Bobcaygeon is a busy resort centre and has churches, banks, medical clinic, doctors, dentist, motels, hotels, restaurants, liquor and beer store, laundromat and many shops of all kinds. The nearest hospital is in Lindsay. The Public **wharf** is 2.5 feet (0.8 m) high and 75 feet (23 m) long with depths of 3 feet (0.9 m).


61 Charts and nautical publications can be purchased from *Bobcaygeon Chamber of Commerce* and *Buckeye Surf & Snow*, both authorized dealers for the *Canadian Hydrographic Service*.


 62 *Gordon Yacht Harbour Marina*, 0.3 kilometre (0.2 mile) NE of the lock, has depths of 3 to 8 feet (0.9 to 2.7 m) and offers dockage (some covered) with power and water, pump out, **ramp**, repairs and salvage work, boat and motor sales and service, marine supplies, picnic area, showers, ice and gasoline. This marina monitors VHF Channel 68, has wireless Internet and satellite TV at the docks.

63 *Water's Edge Restaurant*, a licensed restaurant 160 m (0.1 mile) NE of the lock, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers dockage (for patrons only, docking reservations recommended, none overnight), small **ramp**, picnic area and groceries.


Chart 2024-4


Pigeon Lake — South part

 64 The south part of Pigeon Lake is relatively shallow and weedy. There are many areas of bulrushes, and some **foul areas** with submerged and protruding stumps.

 65 *Happy Days Houseboats*, at **Lakeview Estates** on the west shore of Pigeon Lake about 3.5 kilometres (2.2 miles) SW of the Gannon Narrows western entrance, has depths of 4 to 10 feet (1.2 to 3 m) and offers dockage with power and water, pump out, **ramp**, houseboat rentals, picnic area, snack bar, some groceries, propane, naphtha, ice and gasoline.


66 The **ramp**, charted on the east shore of the lake south of **Flood's Landing** ($44^{\circ}26'N$, $78^{\circ}29'W$), is gravel.

 67 The channel in the Pigeon River is **buoyed** as far as the Public **wharf** at Omeme. These aids are privately maintained.

 68 A highway **bridge** over the **Pigeon River** about 2.7 kilometres (1.7 miles) SW of the south end of Pigeon Lake has a vertical clearance of 15 feet (4.6 m).

69 **Historical note.** — Pigeon River, Pigeon Lake and the village of Omemee are named after the *O-me-mee* or *Pigeon Indians* who lived here in earlier times. The first European settlers arrived here in 1821.

70 **Keneden Park** is a small community on the east shore at the south end of Pigeon Lake. **Fee's Landing** is the name given to the area on the east shore about 2.1 kilometres (1.3 miles) farther south.

 71 *Pinewood Cottages and Trailer Park*, at Keneden Park, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage, pump out, **ramp**, boat rentals, picnic area, camping, showers, laundromat, groceries, bait, tackle, water, ice and gasoline.

72 *Egan Houseboat Rentals*, on the east shore about 1.1 kilometres (0.7 mile) SW of Keneden Park, has depths of 3 feet (0.9 m) and offers some dockage with power and water, pump out, houseboat rentals and ice.

73 *Fee's Landing Marina and Cottages*, about 0.32 kilometre (0.2 mile) farther SW, has depths of 3 feet (0.9 m) and offers some dockage, **ramp**, engine repairs, boat and outboard motor sales and service, canoe and boat rentals, marine supplies, some groceries, naphtha, bait, tackle, ice and gasoline.


74 *Emily Provincial Park* lies on the east side of the Pigeon River about 4 kilometres (2.5 miles) NE of Omemee. There are two boat launching **ramps** at the park and Public wharves with depths of 1 to 3 feet (0.3 to 0.9 m). This is a Recreation Park and has dockage, swimming beaches, picnic areas, camping, showers, laundromat, snack bar, children's playground, and a store with groceries, bait, tackle, naphtha and ice. This park also features a boardwalk which allows a closer look at the flora and fauna of the nearby Pigeon Lake marsh.


75 *Triple T Cedar Resort*, on the east shore NE of the park has depths of 4 feet (1.2 m) and has been renovated. Facilities available included dockage, canoe and boat rentals, picnic area, camping, laundromat, sandy beach, bait, water and a Go Kart track.

76 *Riverview Pavilion & Marina*, on the east side of the Pigeon River close north of the park, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power outlets, **ramp**, engine repairs, some marine supplies, canoe and boat rentals, picnic area, snack bar and licensed restaurant, gift shop, groceries, naphtha, bait, tackle, ice and gasoline.

77 The village of **Omemee** lies on the Pigeon River about 8 kilometres (5 miles) south of the south end of Pigeon Lake. The village had a population of 1247 in 2011 and is mainly a business centre for the local agricultural community.

78 Omemee has churches, a bank, post office, doctor, liquor and beer store, restaurant, pharmacy, art gallery, laundromat, several stores and service stations. The nearest hospital is at Lindsay or Peterborough.

 79 There is a small municipal park close west of the road **bridge** at Omemee with picnic tables, concrete launching **ramp**, and a Public **wharf** 100 feet (30 m) long along the shore. The wharf has an elevation of 2 feet (0.6 m) and depths of 3 feet (0.9 m).

 80 **Caution.** — The trestle railroad **bridge** north of Omemee has a vertical clearance of 15 feet (4.6 m), and the road **bridge** has a clearance of 10 feet (3 m) at its midpoint. A **footbridge** south of Omemee has a vertical clearance of 4 feet (1.2 m). Navigation south of here is obstructed by a dam. An **overhead cable** close south of the railroad bridge has a vertical clearance of 30 feet (9.1 m).



 81 Two **overhead cables** cross Pigeon River about 1.5 kilometres (0.9 mile) downstream of Omemee, with vertical clearances of 35 and 21 feet (10.7 and 6.4 m), respectively. Two **submarine cables** and a **submerged pipeline** are located between the aforementioned overhead cables. A **submarine cable** crosses the channel from a point south of Fee's Landing and then twice more before following the east shore of Pigeon Lake to a point about 3.3 kilometres (2 miles) south of Flood's Landing.

Chart 2024-5

Pigeon Lake — North part

82 **Big Island**, known locally as **Boyd's Island**, lies in the north part of Pigeon Lake. The bay with its entrance about 1.6 kilometres (1 mile) NNW of the NW point of Big Island is **Nogies Creek Bay**.

 83 **Caution.** — A **submerged television cable** crosses Pigeon Lake from **Rocky Point**, on the west shore, to **Tate's Bay (Tait Bay)**.

84 **Bottom Islands** are two small islands in the mouth of Nogies Creek Bay.


 85 There are two **marinas** in Nogies Creek Bay:

86 *Sunset Cottage Resort & Marina* is open May to October on the east shore. There is a 9-hole golf course here.


87 *Kawartha Lakes Marina and Cottages* has dockage on the east shore of Nogies Creek Bay.


88 **Fair Oaks Point** is the southern extremity of the north shore about 1.1 kilometres (0.7 mile) north of Big Island.

89 **Nicholas Cove**, known locally as **Nichols Cove**, lies at the NE end of Pigeon Lake about 4 kilometres (2.5 miles) ENE of Big Island.

 90 *Sugar Bush Cottages*, close west of Fair Oaks Point, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers dockage, **ramp**, canoe and boat rentals, picnic area, showers, children's playground, groceries, bait, tackle, ice and gasoline.

91 The NE end of Pigeon Lake leads into **Little Bald Lake** and **Big Bald Lake**, two small lakes known for their good bass and pickerel fishing.


 92 **Caution.** — A **submerged power cable** crosses the entrance to Little Bald Lake at the NE end of **Bald Lake Narrows**.

 93 *Catalina Bay Resort* is a cottage resort at the NE end of Big Bald Lake. With depths of 3 feet (0.9 m), facilities available include **ramp**, boat and motor rentals, toilets and showers, picnic area, snack bar and licensed restaurant (*Route 82 Bar & Grille*), groceries, bait, tackle, water, ice and gasoline.

Bobcaygeon to Sturgeon Point

Chart 2025-1

94 From Bobcaygeon lock (lock 32) the main route of the waterway passes through Sturgeon Lake and then rounds Sturgeon Point on its way to the Fenelon River and Fenelon Falls lock (lock 34), a distance of nearly 26 kilometres (16 miles). The route is well marked with **buoys**.


 95 **Sturgeon Lake** is a large lake comprised of two arms, one lying NE and SW, 14.4 kilometres (9 miles) long and a little less than 1.6 kilometres (1 mile) wide, the other lying north and south, 14.4 kilometres (9 miles) long and approximately 1.6 kilometres (1 mile) in width. There are very few islands in the lake and it offers excellent cruising with the exception of the south part approaching the Scugog River, where there is marsh and dense weed growth. The lake is well-settled by cottagers.

96 **Cottage Point** lies on the north shore at the east end of Sturgeon Lake about 1.1 kilometres (0.7 mile) WSW of Bobcaygeon lock.


97 *Cottage Point* starboard hand **light buoy C376 (1353)**, about 0.32 kilometre (0.2 mile) SW of Cottage Point, marks the SE side of the approach to Big Bob Channel.


98 **Birch Point**, a small community, is on the south shore about 3.2 kilometres (2 miles) SW of Cottage Point.


99 **Hawkers Bay** lies on the north side of the lake about 2.4 kilometres (1.5 miles) WNW of Birch Point. A launching **ramp** is located close west of Hawkerc Bay.


 100 *Centre Point Landing Marina*, at Kilometre 224 (Mile 140) west of Cottage Point at the east end of Sturgeon Lake, has depths of 5 to 8 feet (1.5 to 2.4 m) and offers dockage with power and water, pump out, two **ramps**, hull and motor repairs, boat sales, some marine supplies, bait and tackle, picnic area, showers, laundromat, ice and gasoline. This marina monitors VHF Channels 16 and 68.


101 *Birch Point Marina*, 0.8 kilometre (0.5 mile) east of Birch Point, has depths of 3 to 6 feet (0.9 to 1.8 m) and offers dockage with power and water, pump out, **ramp**, repairs, marine supplies, boat and motor sales and service, picnic area, toilets and showers, ice, gasoline and wireless Internet.

 102 **Ancona Point**, a small community, is located on the south shore of Sturgeon Lake about 2.1 kilometres (1.3 miles) SW of Birch Point. A Public **wharf** 1 foot (0.3 m) in elevation and about 65 feet (19.8 m) long with depths of 5 feet (1.5 m) is at Ancona Point.


 103 **Caution.** — A **submerged power cable** crosses the small craft channel from **McConnell Island** to the mainland at **Ancona Point**.

 104 Another Public **wharf** is located at **Verulam Park**, a small community on the north shore about 2.7 kilometres (1.7 miles) west of Ancona Point. The Public wharf here is 3 feet (0.9 m) in elevation and has an outer face about 60 feet (18 m) long with depths of 5 to 6 feet (1.5 to 1.8 m). The inner area is reserved for swimming.

 105 **Greenhurst-Thurstonia** is a small settlement on the south shore of Sturgeon Lake about 5 kilometres (3.1 miles) SW of Ancona Point. The Public **wharf** here is 3 feet (0.9 m) in elevation and about 60 feet (18.3 m) wide at the outer face, with depths of 2 to 3 feet (0.6 to 0.9 m). **Kennedy Bay**, a small community, is on the same shore a further 3.2 kilometres (2 miles) SW.

 106 *McLaren's Marina* at Greenhurst-Thurstonia has depths of 5 feet (1.5 m) and offers some dockage, **ramp**, repairs, boat and motor sales and service, marine supplies, boat rentals, showers, bait, tackle, ice and gasoline.

107 *Sturgeon Lake Marina* at Kennedy Bay has depths of 4 feet (1.2 m) and offers dockage with power and water, pump out, **ramp**, picnic area, showers, ice and gasoline. There is also a dance hall here with summer dances.

 108 **Pleasant Point** is a small settlement 1.1 kilometres (0.7 mile) WSW of Kennedy Bay. A Public **wharf** here is 2 feet (0.6 m) in elevation and has an outer face 120 feet (36.6 m) long with depths of 5 to 6 feet (1.5 to 1.8 m), and a gravel **ramp**.



 109 Another Public **wharf** is at the small community of **Long Beach**, on the west shore about 2.4 kilometres (1.5 miles) west of Pleasant Point. This wharf is 2 feet (0.6 m) in elevation and has an outer face 69 feet (21 m) long and a gravel launching **ramp** close by. There are depths of 2 to 4 feet (0.6 to 0.9 m) along the inner side of the wharf and 2 to 7 feet (0.6 to 2.1 m) along the outer side.

Chart 2026-1

 110 **Caution.** — A **submerged water intake** extends about 0.3 kilometre (0.2 mile) offshore from a point on the west shore about 1.1 kilometres (0.7 mile) SSW

of Long Beach. The crib at the outer end of this intake has a depth of 2 feet (0.6 m) and is marked by a private **buoy**.



111 *The Landings Marina Restaurant*, close south of the Long Beach Public **wharf**, has depths of 2 to 5 feet (0.6 to 1.5 m) and offers dockage, concrete **ramp**, repairs and salvage work, boat and motor sales and service, marine supplies, boat rentals, water taxi, snack bar, showers, groceries, bait, tackle, water, ice and gasoline.

Chart 2025-1



112 **Sturgeon Point** is on the north shore of Sturgeon Lake about 1.3 kilometres (0.8 mile) NNW of Kennedy Bay. A Public **wharf** here is 2 feet (0.6 m) in elevation and has an outer face 76 feet (23.2 m) long with depths of 6 feet (1.8 m). The *Sturgeon Point Golf Club* is on the north shore of the lake about 1.3 kilometres (0.8 mile) NE of the village. A **wharf** is located adjacent to their club house.

Chart 2026-1

Scugog River



113 The south portion of Sturgeon Lake has dense weed growth and stumps. There is a narrow channel leading from a point approximately 1.6 kilometres (1 mile) south of Pleasant Point on the east shore of the lake to Lindsay and Lake Scugog. The channel is well **buoyed**.



114 **Scugog River** is a narrow weedy river connecting Sturgeon Lake to Lake Scugog, a distance of approximately 17.6 kilometres (11 miles). Submerged stumps exist close to the channel, and floating or grounded deadheads are common along the river. **Buoys** are moved as required to mark the deepest channel and as a result the charted positions of buoys may not be correct. There is one lock in the river at Lindsay, described below.



115 **Caution.** — A hydrographic survey in 1988 confirmed that depths of less than 4 feet (1.2 m) exist in the Scugog River **buoyed** channel between **buoys** *CP146* and *CP160*.

116 *Sturgeon Lake* port hand **light buoy** *CPI (1354.5)* marks the east side of the north entrance to the Scugog River.



117 **Caution.** — Several **overhead** power **cables** cross the Scugog River as shown on the chart. The least vertical clearance at Lindsay is 32 feet (9.8 m) near *Kilometre 254 (Mile 159)*.



118 The **bridges** at Lindsay have vertical clearances of 13 and 14 feet (3.9 and 4.3 m), and the **footbridge** above Lindsay has a vertical clearance of 13 feet (3.9 m) and a horizontal clearance of 35 feet (10.7 m).

119 **Snug Harbour**, a small community, is about 3.2 kilometres (2 miles) SSW of Pleasant Point.



120 *The Moorings Marina*, 1.1 kilometres (0.7 mile) NE of Snug Harbour, has depths of 3 to 9 feet (0.9 to 2.7 m) and offers dockage with power and water,

pump out, concrete **ramp**, repairs, 9.1-tonne hoist, boat and outboard motor sales and service, marine supplies, picnic area, camping, small restaurant, laundromat, showers, swimming pool, some groceries, wireless Internet, propane, bait, tackle, ice and gasoline.

121 *Lunge Haven Cottages and Boating Club*, 0.8 kilometre (0.5 mile) SW of Snug Harbour, has depths of 3 to 4 feet (0.9 to 1.2 m) and offers dockage with power and water, **ramp**, canoe and boat rentals, picnic area, camping, showers, laundromat, groceries, naphtha, ice and gasoline.

122 *Fish'N Rest Resort*, a cottage and fishing resort 2.6 kilometres (1.6 miles) SW of Snug Harbour near *Kilometre 245 (Mile 153)*, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers dockage, boat rentals, some groceries, bait, tackle, water, ice and gasoline.

Lindsay

123 **Lindsay**, known as the *Gateway to the Kawartha Lakes*, is a community on the Scugog River approximately 4.8 kilometres (3 miles) upstream from Sturgeon Lake. The population is 20 354, and facilities in town included churches, banks, liquor and beer store, post office, hotels, motels and a hospital. Lindsay is now the centre of *City of Kawartha Lakes*.

124 Lindsay is connected by bus services to major cities in southern Ontario and has a small municipal airport.

125 **Historical note.** — The former town of Lindsay had its beginnings in 1825 when William Purdy settled here on the Scugog River and began building a saw mill and grist mills. Originally known as *Purdy's Mills*, the settlement that grew up around the mills took the name of *Lindsay* in honour of a surveyor of that name who died and was buried here.

126 With the building of the Lindsay lock in 1843 the community prospered, and in 1857 it was incorporated as a town.

127 Originally an agricultural village, Lindsay has continued to grow and is now the centre for many government services and some industry.

128 **Points of interest.** — Lindsay is a vigorous community year round as well as being a lively summer resort area. There are many service clubs and other activities in the community, and only a few of the points of interest are mentioned here.

129 The *Lindsay Gallery* on Kent Street is open all year round. The main focus is on contemporary Canadian painters, and in addition to selections from a permanent collection the gallery also hosts special exhibits featuring community artists and artisans.

130 The *Academy Theatre* is a busy cultural centre, operated as a non-profit organization, presenting concerts, community productions and providing a venue for local schools and organizations.

LINDSAY (1988)



131 The *Old Gaol Museum* has fine displays of local pioneer and First Nations artifacts. This museum is also noted for its collection of early Canadiana glassware.



132 *Rivera Park*, a municipal day use park on the east shore of the river close below Kilometre 251 (Mile 159), has a wide concrete **ramp**, landscaped picnic areas, children's playground, washrooms and showers. There is about 480 feet (146 m) of dockage, with power, at the Public **wharf** here, elevation 2 feet (0.6 m), depths of 4 feet (1.2 m).

133 *Victoria Park*, a municipal park on Kent Street in downtown Lindsay, has concerts on Wednesdays and Sundays during July and August.

134 **Lindsay lock** (lock 33), about 1.3 kilometres (0.8 mile) upstream of Rivera Park, has a lift of 7 feet (2.1 m).



135 **Caution.** — Boaters in this area should exercise caution as strong **currents** may be encountered below the lock when the lock sluices are opened.



136 The Public **wharf** on the SW side of the river about 300 feet (91.4 m) below the lock is 2 feet (0.6 m) in elevation and 247 feet (75.3 m) long with depths of 3 feet (0.9 m) at the east end to 6 feet (1.8 m) at the west end.



137 **Caution.** — Boaters are cautioned not to approach the shore in this area except at the wharf

due to **shallow water** extending from the shore both north and south of the wharf.



138 More dockage is available on the east side of the river close downstream of the Wellington Street bridge. The 360 feet (109.7 m) of dock along the shore here is provided by the *City of Kawartha Lakes, Parks, Recreation and Culture* and has depths of 5 feet (1.5 m) at its south end, reducing to 3 feet (0.9 m) farther north.

139 *McDonnell Park West* lies on the west side of the river close north of the Public wharf. This park is a small peaceful area planted with flowers, lawns and shade trees.



140 *McDonnell Park East*, on the east shore of the river between the bridges below the lock, is also planted with shade trees and lovingly-tended lawns and floral areas. Some dockage is available along the shore here, just north of the lock approach wall, with an elevation of 3 feet (0.9 m). Depths are 5 feet (1.5 m) near the south end, reducing to 3 feet (0.9 m) at the north end.



141 **Caution.** — There is a railway **bridge** near Kilometre 252.9 (Mile 158.1) with a vertical clearance of 42 feet (12.8 m). A gravel boat launching **ramp** is about 0.55 kilometre (0.3 mile) above the lock as shown on the chart.



142 *Nayoro Park*, a municipal day-use park on the west shore near Kilometre 253 (Mile 158.1), has a gravel and concrete **ramp** and picnic areas. The Public **wharf**,

on each side of the ramp, has an elevation of 3 feet (0.9 m) and a total wall length of about 100 feet (30.5 m) with depths of about 2 feet (0.6 m) east of the ramp and 1 foot (0.3 m) to the west. The finger docks along the shore here are privately leased.



143 **Caution.** — The **bridge** at Kilometre 254 (Mile 159) with a vertical clearance of 14 feet (4.3 m) has two fixed white **lights** on each side to mark the channel. There are also **daybeacons** on the centre support pier so that upstream boat traffic keeps to the north side of it and downstream traffic keeps to the south side.



144 **Caution.** — The **bridge** at Kilometre 256 (Mile 160) has a vertical clearance of 13 feet (3.9 m).

145 A trailer park (*not chartered*) with a boat launching **ramp** is on the east shore of the river in the vicinity of Kilometre 256.6 (Mile 160.4). Another boat launching **ramp** and trailer park (*not chartered*) are located on the west shore a further 350 m (0.2 mile) upstream.



146 *Cross Creek Marina and Resort*, on the east shore close upstream of **East Cross Creek** at Kilometre 261 (Mile 163.1), has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power and water, concrete **ramp**, canoe and boat rentals, camping, picnic area, motel accommodation, laundromat, showers, swimming pool, bait, tackle, ice and gasoline.

Chart 2026-2

Lake Scugog

147 **Lake Scugog** is about 16 kilometres (10 miles) long and 7.2 kilometres (4.5 miles) wide, with a large island in the centre of it taking up most of the area. **Scugog Island** is 13.6 kilometres (8.5 miles) long and nearly 4.8 kilometres (3 miles) in width at the widest point. The lake is shallow and the south end is full of dense weed growth. The channel is **buoyed**, passing north of Scugog Island, leading to Port Perry at the SW end of the lake.



148 **Caesarea** a community with a population of 785 in 2011, is on the east shore of Lake Scugog ($44^{\circ}09.5'N$, $78^{\circ}50'W$). A launching **ramp** and a Public **wharf** are located at Caesarea, the wharf being 3 feet (0.9 m) in elevation and 75 feet (23 m) long with depths of 3 to 5 feet (0.9 to 1.5 m).



149 **Caution.** — A **submerged cable** leads offshore close east of the wharf. This cable leads to **Scugog Point**, 4.2 kilometres (2.6 miles) to the NE, and on past **Birch Island**, 3.2 kilometres (2 miles) farther NE, to a point on the SE shore 1.1 kilometres (0.7 mile) NE of Birch Island. Much of the cable is laid 0.3 kilometre (0.2 mile) offshore.



150 **Caution.** — A **submerged power cable** leads offshore from Caesarea Public wharf in a NNW direction and then along the route to a point on the west side of

Port Hoover (Newman's Beach), 7.2 kilometres (4.5 miles) NNW of the wharf. **Submerged cables** also lead from Port Hoover (Newman's Beach) east to **Starr's Beach** and another, in a southerly direction to **Highland Beach**.



151 *Beacon Marina Caesarea* at Caesarea has depths of 3 to 5 feet (0.9 to 1.5 m) and offers some dockage, **ramp**, limited marine supplies, picnic and camping area, snack bar, banquet/meeting hall and is home to the *Lake Scugog Sailing Club*.

152 A concrete launching **ramp** and a gravel **ramp** are at the north end of Scugog Island.

153 A silo (*not chartered*) is located about 1.6 kilometres (1 mile) south of the above-mentioned ramp; however it is not visible from all areas of the lake.



154 *Scugog Island Marina*, on the east side of Scugog Island about 2.7 kilometres (1.7 miles) from the north end of the island, has depths of 2 feet (0.6 m) and offers dockage with power and water, **ramp**, outboard motor sales and service, boat and motor rentals, marine supplies, toilets and showers, bait and tackle, snack bar, ice and gasoline. ARCO Machine & Tool and Stiles Marine and RV Sales are also located here.

155 The **Nonquon River** empties into Lake Scugog on its west side. A channel with privately maintained aids to navigation leads into the river.

156 **Lakeside Beach**, on the west side of Scugog Island, is near Kilometre 288 (Mile 180).



157 *Goreski's Landing Cottage and RV Resort* at Lakeside Beach has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power and water, pump out, **ramp**, 34-foot (10.4-m) hydraulic trailer, boat and motor sales and service, marine supplies, boat rentals, camping, picnic area, toilets and showers, tennis courts, recreation hall, swimming pool, mini golf, snack bar, licensed restaurant, some groceries, naphtha, bait, tackle, ice and gasoline. This marina is also an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications. A police **rescue launch** is based here throughout the boating season.

158 A seaplane base is on the west shore of Lake Scugog, about 3.2 kilometres (2 miles) SW of Lakeside Beach. Seaplanes are moored to the shore in the area.



159 *West Shore Marine*, at **Honey's Beach** on the west shore, has depths of 3 feet (0.9 m) and offers dockage with power and water, pump out, **ramp**, outboard motor sales and service, 18-tonne hoist, 50-foot (15-m) hydraulic trailer, marine supplies, boat and motor rentals, kayak rentals, picnic area (for customers), camping, toilets, showers, ice and gasoline. This is also a trailer park.

160 **Port Perry** is a community located at the SW end of Lake Scugog. Its population was 8981 in 2011.

PORT PERRY (1988)



161 Port Perry has churches, banks, a hospital, doctors, dentists, veterinarian, liquor and beer store, post office, motels, laundromat, golf, tennis, restaurants and stores.



162 A concrete Public **wharf** extends about 150 feet (45.7 m) from shore at Port Perry, and has an end section 36 feet (11 m) wide. This wharf has an elevation of 2 feet (0.6 m) and depths of 6 feet (1.8 m) are found around the outer end and along the north side. Depths of 2 to 5 feet (0.6 to 1.5 m) are found along the south side. The dock wall north of the Public wharf has depths of 4 to 5 feet (1.2 to 1.5 m).



163 *Port Perry Marina*, close north of the Public wharf, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers dockage, pump out, **ramp**, outboard motor sales and service, 1.8-tonne hoist, marine supplies, boat sales, canoe and boat rentals, snack bar, bait, tackle, ice and gasoline. This marina is also an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications. *Mackey's Boathouse Café* is located here.

164 *Birdseye Park*, a municipal day-use park close north of the marina, has picnic areas and a swimming pool.



165 **Caution.** — A public concrete **ramp** is located in the wide shallow bay on the NE side of Port Perry. Boaters using this ramp should beware of the **overhead cable**

crossing the shore approach road. This cable has a clearance of 19 feet (5.8 m).

166 A causeway connects Scugog Island to the community.

167 **Point of interest.** — *Scugog Shores Museum Village* lies on a side road on Scugog Island about 1.1 kilometres (0.7 mile) east of Port Perry. This museum is operated by the *Township of Scugog* and is the focal point for the annual Pioneer Days and other summer activities. The main building of the museum is a former school house which now houses archival material and several displays of local historical interest. The museum grounds also have an original print shop, an 1860 church, a harness shop and several other historic buildings.

Sturgeon Point to Fenelon Falls

Chart 2025-1





168 The main route leads north from Sturgeon Point for a distance of approximately 6.4 kilometres (4 miles) to the **Fenelon River**. The route then leads through the Fenelon River for about 1.6 kilometres (1 mile) to **Fenelon Falls lock** (lock 34), which gives a lift of 24 feet (7.3 m) to


FENELON FALLS LOCK (LOCK 34) (1988)




Cameron Lake. For a view of this lock see the photograph. Boat traffic is controlled by traffic lights.

 169 **Caution.** — When the lock is being pumped out, boaters will experience a strong **current** in the area immediately below the lock. There are also strong **currents** below the falls.

 170 The area is popular with fishermen and the boater will find small craft anchored throughout the channel, making it necessary to cautiously manoeuvre the way through.

 171 A railway swing **bridge**, no longer in use and always open, crosses the Fenelon River at the Balsam Lake entrance. On the north shore of Cameron Lake, close east of the swing bridge, there is a Public **wharf** with depths of 5 feet (1.5 m). The wharf is 125 feet (38.1 m) long and has an elevation of 3 feet (0.9 m).

 172 *Wychwood Resort*, on the west side of the river near Kilometre 246 (Mile 153.8), has depths of 5 to 6 feet (1.5 to 1.8 m) and offers dockage with power and water, canoe and boat rentals, picnic area, showers, groceries, bait, tackle, ice and gasoline.

Fenelon Falls

173 A white water tower about 220 feet (67.1 m) in elevation is about 488 m (1600 feet) NE of Fenelon Falls lock.

This tower is **conspicuous** from Sturgeon Lake and most of Cameron Lake beyond **Deihl Point**.

174 **Fenelon Falls**, with a 2011 population of 2040, is a picturesque village on the Fenelon River at the east entrance to Cameron Lake and is known as *The Jewel of the Kawarthas*.

175 Fenelon Falls has churches, banks, medical centre, doctors, dentist, veterinarian, motels, hotels, restaurants, laundromat, liquor and beer store, golf, tennis and shops of all kinds.

176 **Historical note.** — The first settler in this area was James Wallis who arrived here in 1833 and built a saw mill. Soon after this a town site was laid out and the new community flourished. In 1874 Fenelon Falls was incorporated as a village.

177 The *Fenelon Falls Museum, Maryboro Lodge* is housed in the home built for James Wallis in 1837. This museum has a fine display of artifacts dating back to 1830 and features the *Langton Gallery*.

Fenelon Falls to Balsam Lake

178 The main route of the waterway continues from Fenelon Falls through Cameron Lake and the Trent Canal for about 6.4 kilometres (4 miles) to Balsam Lake. The channel

ROSEDALE LOCK (LOCK 35) (2015)



is **buoyed**. There is one lock in the canal between Cameron Lake and Balsam Lake, which provides a lift to the summit of the waterway.

179 **Cameron Lake** is about 6.4 kilometres (4 miles) long and 3.2 kilometres (2 miles) in width at the widest point. It is deep with few hazards, offering excellent cruising.



180 There are two **marinas** on the south side of Cameron Lake:

181 **Fenelon Falls Marina** (formerly **King's Marina**), at the SE end of the lake 0.6 kilometre (0.4 mile) SW of Fenelon Falls, has depths of 3 to 6 feet (0.9 to 1.8 m) and offers dockage with water and power, pump out, **ramp**, repairs, inboard and outboard motor sales and service, boat sales, boat and motor rentals, toilets and showers, marine supplies, water and ice. *The Place on Cameron*, a licensed dining room, is on the premises.

182 **Sunny Acres Resort**, a campground and trailer park on the west side of **Sackett Bay**, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers dockage, snack bar, concrete **ramp**, canoe and boat rentals, picnic area, camping, toilets, groceries, bait, tackle, water, ice and gasoline.



183 **Rosedale lock** (lock 35) is in the Trent Canal about midway between Cameron Lake and Balsam Lake. This lock has a lift of 4 feet (1.2 m) to the level of Balsam and Mitchell lakes, the summit of the *Trent-Severn*

Waterway. For a view of this lock see the photograph. Traffic signal **lights** are fitted at each end of this lock; for details see Chapter 1.

Rosedale

184 **Rosedale** is a small unincorporated village at the west entrance of the Trent Canal on the east shore of Balsam Lake.



185 The highway **bridge** crossing the canal at Rosedale has a vertical clearance of 22 feet (6.7 m).



186 The Public **wharf** at Rosedale is located on the north shore close west of the bridge. It has an elevation of 2.5 feet (0.7 m) and an arm 120 feet (36 m) long with depths of 5 feet (1.5 m).



187 There are two **marinas** on the Trent Canal at Rosedale:

188 **Rosedale Marina**, open May to October, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers some dockage with power and water, pump out, **ramp**, repairs and salvage work, boat and outboard motor sales and service, boat rentals, marine supplies, picnic area and camping, laundromat, toilets and showers, bait, tackle, ice and gasoline. This marina is also an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.


189 *Pride of Balsam Lake Marina*, open year-round, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers some dockage with power outlets, pump out, two **ramps**, repairs and salvage work, boat and outboard motor sales and service, marine supplies, picnic area, ice and gasoline. This marina reportedly monitors VHF Channels 16 and 68. This marina is also an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.


Chart 2025-2

Balsam Lake


190 **Balsam Lake** is approximately 12.8 kilometres (8 miles) long and 5.6 kilometres (3.5 miles) wide. The lake is the summit in elevation on the waterway. It has deep water with few hazards and is an excellent area for cruising. The area is inhabited by cottagers and there is a considerable amount of summer boating traffic.


191 **Grand Island** is a large island in the central part of the lake. The main route is a **buoyed** channel leading west, passing south of Grand Island to the east entrance of the Trent Canal on the west shore of the lake.


 192 At the north end of **North Bay** is a narrow channel through the submerged piles and ruins of an old railway bridge. This channel is privately marked.

 193 A brown and yellow sign “Sunken Island — Île submergée” is posted on **Togo Rock** which is 2 feet (0.6 m) in elevation at chart datum.

194 A starboard bifurcation **buoy**, marked *NC*, is moored 0.8 kilometre (0.5 mile) west of the highway bridge at Rosedale. A **buoyed** channel leads northwards from this buoy to the **Gull River** and Coboconk.


 195 *Nahma Lodge Marine*, open all year on the east shore of **South Bay**, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power, **ramp**, marine supplies, boat rentals, picnic area, showers, bait and cottage rentals. A privately maintained flashing amber **light** at this marina is automatically switched on during darkness hours.

 196 **Coboconk** is a small community, part of the City of Kawartha Lakes, on the Gull River about 2.4 kilometres (1.5 miles) north of Balsam Lake. A **bridge** across the river at Coboconk has a vertical clearance of 5 feet (1.5 m).

 197 The Public **wharf** on the west shore of the river at Coboconk is 1 foot (0.3 m) in elevation and 60 feet (18.3 m) long with depths of 5 feet (1.5 m). There is 250 feet (76.2 m) of municipal dockage on the east shore with depths of 3 to 5 feet (0.9 to 1.5 m).

198 Coboconk has churches, post office, bank, medical centre with doctor and dentist, police, hotel, motel, veterinarian, laundromat, several stores, liquor and beer store, restaurant and garages.

199 There is a **buoyed** channel between Coboconk and the east entrance of the Trent Canal on the west shore of the lake. It passes north of Grand Island.

 200 *Balsam RPM (formerly Thompson's Marina)*, on the west shore close south of the bridge at Coboconk, has depths of 6 feet (1.8 m) and offers **ramp**, engine and hull repairs, outboard motor and stern drive sales and service, new and used boat sales and rentals, marine supplies and a general store.

201 *The Yacht Harbour (not charted)*, on the east shore of Gull River close downstream of town, has dockage with power and water, **ramp**, garbage disposal, toilets and picnic area.


202 *Balsam Lake Provincial Park*, on the west shore of North Bay, is a Recreation Park. There are several finger docks 25 to 50 feet (7.6 to 15.2 m) long with depths of 2 to 3 feet (0.6 to 0.9 m), and facilities available include two launching **ramps**, showers, laundromat, sandy swimming beach and camping facilities.


203 A launching **ramp** is located close north of the entrance to the Trent Canal on the west side of Balsam Lake.

Balsam Lake to Lake Simcoe


Chart 2025-3

204 From the east entrance of the Trent Canal at Balsam Lake to Lake Simcoe is a distance of about 30.4 kilometres (19 miles). There are six locks to pass through, producing a total decrease in elevation of 122 feet (37.1 m). The route passes through Mitchell Lake and Canal Lake to Lake Simcoe. The channel is well marked by **buoys** and **beacons**.

 205 The highway **bridge** near Kilometre 266 (Mile 166.3) has a vertical clearance of 25 feet (7.6 m). The highway **bridge** crossing the route at Mitchell Lake near Kilometre 268.5 (Mile 167.8) has a vertical clearance of 24 feet (7.3 m), as also does the overhead gantry of the Kirkfield lift lock near Kilometre 272.5 (Mile 170.3).

 206 **Caution.** — Several **overhead power cables** cross the route between Balsam Lake and Canal Lake. The least vertical clearance is 40 feet (12.2 m) close east of the **bridge** at Kilometre 268.5 (Mile 167.8).

207 **Mitchell Lake** is a small lake about 3.2 kilometres (2 miles) from Balsam Lake. There are numerous submerged stumps and dense weeds in much of Mitchell Lake. Without local knowledge, boaters are cautioned to remain in the **buoyed** channel, but see caution that follows.

 208 **Caution.** — Boaters are cautioned to navigate with care in Mitchell Lake and Canal Lake (described later), due to numerous stumps and logs. These objects come

KIRKFIELD LIFT LOCK (LOCK 36) (2015)



loose from time to time and may float, partially submerged, into the main channel.

209 **Kirkfield lift lock** (lock 36) is in the Trent Canal about 3.2 kilometres (2 miles) NW of Mitchell Lake. This lock, a hydraulic lift lock, has a lift of 49 feet (15 m), and the gantry over the lock chambers has a minimum clearance of 24 feet (7.3 m). It is here that the descent towards Georgian Bay begins. For a view of this lock *see* the photograph.

210 First opened to traffic in 1907, the Kirkfield lift lock operates on the same principles as the lift lock at Peterborough. The supporting towers, however, are steel framework structures rather than solid concrete.

211 The community of **Kirkfield**, about 3 kilometres (1.9 miles) SSE of the lock, had a population of 250 in 2011.

212 Kirkfield has churches, medical centre with a doctor, post office, liquor store, restaurant and a few stores.

213 **Caution.** — When proceeding from Lake Ontario to Georgian Bay, it is at the Kirkfield lift lock that the direction changes from upstream to downstream for purposes of defining the hand of buoys and daybeacons; for further details *see* the section on buoyage in Chapter 1.

214 **Canal Lake** is entered about 1.1 kilometres (0.7 mile) downstream of the Kirkfield lift lock. The lake is nearly 8 kilometres (5 miles) long. As there are numer-

ous submerged stumps and dense weeds in much of the lake, boaters are cautioned to keep to the **buoyed** channel, but *see* the caution after the paragraph on Mitchell Lake. A campsite with a boat launching **ramp** is on the east side of the largest island in the lake near the main channel close to Kilometre 278 (Mile 173.8).

215 **Caution.** — A road **bridge** with a vertical clearance of 28 feet (8.5 m) and an **overhead power cable** with a vertical clearance of 40 feet (12.2 m) cross the route near Kilometre 278 (Mile 173.8).

216 The Talbot River and Trent Canal, with a length of about 11.8 kilometres (7.4 miles), connects Canal Lake with Lake Simcoe. There are five locks in this section of the route, lowering vessels a total of about 73 feet (22.2 m).

217 **Caution.** — Several **overhead power cables** cross the route between Canal Lake and Lake Simcoe as shown on the chart. The least vertical clearance is 42 feet (12.8 m) under the power **cable** 0.25 kilometre (0.16 mile) NE of the canal entrance at Lake Simcoe.


218 **Caution.** — There are two swing **bridges** near Bolsover; one at Kilometre 282 (Mile 176.3) and the other near Kilometre 284.5 (Mile 177.8). Each of these swing bridges has a vertical clearance of 5 feet (1.5 m) when closed and opens on request during *Parks Canada* operating

BOLSOVER LOCK (LOCK 37) (2015)



hours. The fixed **bridge** near Kilometre 287 (Mile 179.4) has a vertical clearance of 22 feet (6.7 m).

219 **Bolsover lock** (lock 37) is located on the **Talbot River** and Trent Canal, about 3.2 kilometres (2 miles) downstream of Canal Lake. The lock has a lift of 22 feet (6.7 m). For a view of this lock *see* the photograph. The community of **Bolsover** is about 2.5 kilometres (1.5 miles) NE of the lock.


 220 **Sunset Cove Marina**, on the SE shore at Kilometre 284 (Mile 177.5), has depths of 4 to 7 feet (1.2 to 2.1 m) and offers dockage with power outlets, pump out, concrete **ramp**, repairs, boat and motor sales and service, canoe and boat rentals, showers, laundromat, bait, tackle, ice and gasoline.


221 **Port of Call Marina and Motel**, on the south shore near Kilometre 285 (Mile 178.1), has depths of 3 to 7 feet (0.9 to 2.1 m) and offers dockage with power and water, **ramp**, repairs, 4.5-tonne hoist, boat and motor sales and service, marine supplies, canoe and boat rentals, camping, picnic area, showers, motel accommodation, groceries, propane, naphtha, bait, tackle, ice and gasoline. A restaurant is nearby.


222 **Talbot lock** (lock 38) is 1.6 kilometres (1 mile) downstream of Bolsover lock. This lock has a lift of 14 feet (4.3 m). For a view of this lock *see* the photograph. From about 1 kilometre (0.6 mile) downstream of Talbot lock, the

channel follows the Trent Canal to Lake Simcoe. There are three locks in this section of the Trent Canal.

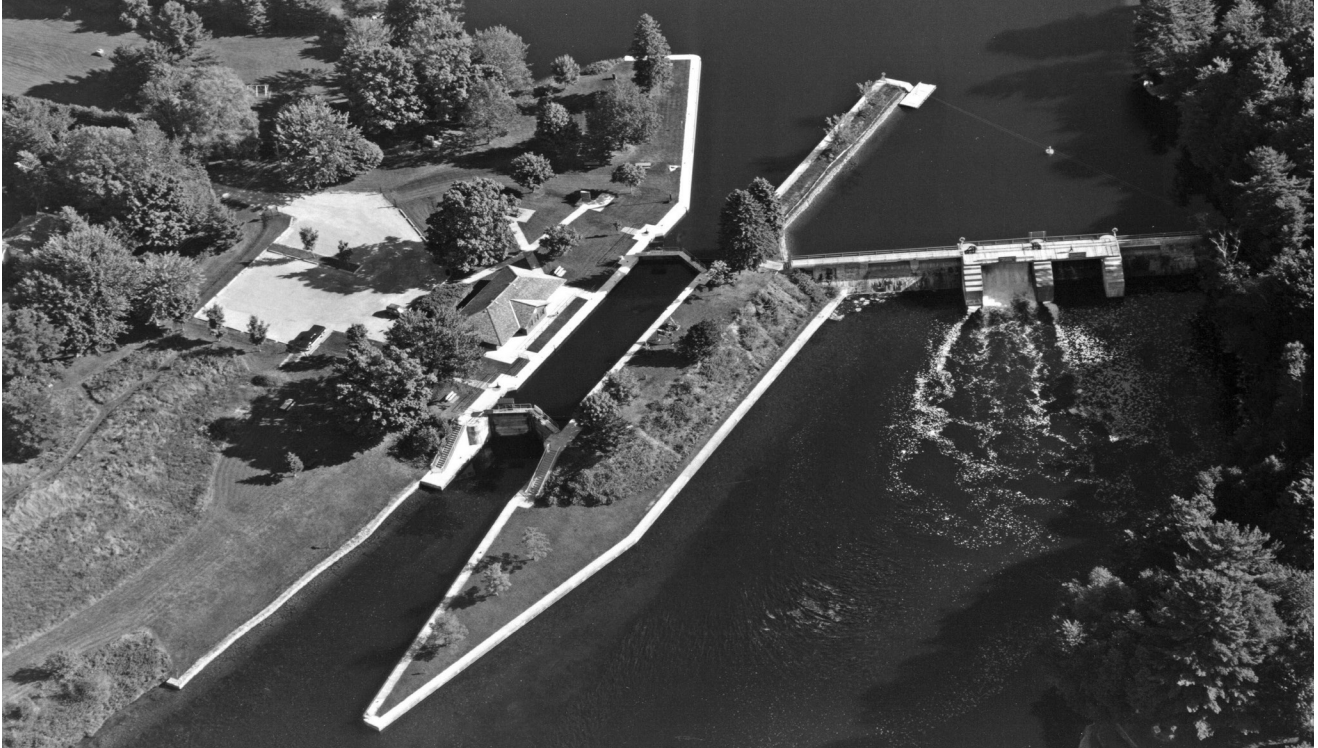
223 **Portage lock** (lock 39) has a lift of 13 feet (4 m). **Thorah lock** (lock 40), near Kilometre 290 (Mile 181.3), has a lift of 14 feet (4.3 m), and **Gamebridge lock** (lock 41) has a lift of 10 feet (3 m). For a view of the three locks *see* the photographs.

 224 **Caution.** — A sand bar extends into the channel near Kilometre 290.6 (Mile 181.6) from a point on the NW shore of the canal close SW of the Talbot River. This shallow area has depths of 5 feet (1.5 m) and the outer end is marked by a **buoy** (*not charted*).

 225 **Caution.** — The two fixed **bridges** between Gamebridge lock and Lake Simcoe have vertical clearances of 22 feet (6.7 m). The swing **bridge** near the Lake Simcoe entrance to the canal has a vertical clearance of 10 feet (3 m) when closed.

 226 **Trent Talbot Marina**, on the Talbot River about 1.1 kilometres (0.7 mile) upstream from Lake Simcoe and about 0.5 kilometre (0.3 mile) south of the Trent Canal, has depths of 3 to 7 feet (0.9 to 2.1 m) and offers dockage with power and water, pump out, **ramp**, engine repairs and salvage work, marine supplies, 3-tonne hoist, picnic area, camping, motel accommodation, showers, snack bar, bait, tackle, ice and gasoline. Canoe and boat rentals are available.

TALBOT LOCK (LOCK 38) (2015)



PORTAGE LOCK (LOCK 39) (2015)



THORAH LOCK (LOCK 40) (2015)



GAMEBRIDGE LOCK (LOCK 41) (2015)





TRENT CANAL FROM LAKE SIMCOE (1988)




This is also an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.


227 The entrance to the canal is marked by **lights, day-beacons** and **buoys**. For a view of the canal entrance see the photograph of the Trent Canal from Lake Simcoe.



 228 **Caution.** — The exit from the Trent Canal into Lake Simcoe can be dangerous in certain weather conditions because westerly winds of over 17 knots create a hazardous sea between the breakwaters. Boaters are cautioned to pay particular attention to weather and sea conditions in this area.

 229 *Canal Entrance light (1359)* is exhibited at an elevation of 40 feet (12.2 m) from a cylindrical mast

30 feet (9.1 m) high on the outer end of the north entrance pier to the Trent Canal.

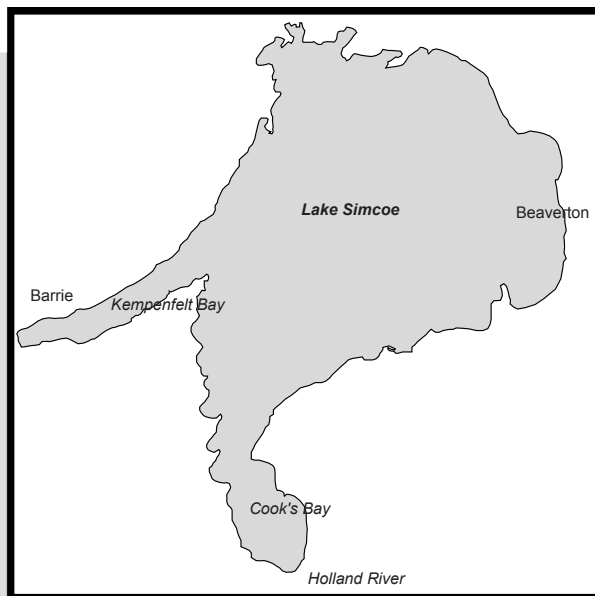
 230 *West Breakwater light (1359.2)* is shown at an elevation of 5 feet (1.5 m) from a cylindrical mast extending a few feet over water close east of the above-mentioned light.

 231 *East Breakwater light (1359.4)* is shown at an elevation of 5 feet (1.5 m) from a cylindrical mast on the outer end of the east entrance pier to the Trent Canal.

  232 **Caution.** — There are red and green **lights** at the centre of the swing **bridge** near the entrance to the Trent Canal. Boaters are cautioned not to confuse these lights with the breakwater lights.

233 Lake Simcoe is described in the next chapter.

Lake Simcoe



1 Caution — Depths. — Boaters are reminded that all depths mentioned in this booklet refer to *chart datum*, as do all depths shown on *Canadian Hydrographic Service* charts. *Chart datum* for any given area is a low water level and boaters should refer to the section on *chart datum* in Chapter 1 for more detail and for information on obtaining day to day water level values.

2 Note — Speed Limits. — Parts of the route described in this chapter have speed limits provided by the *Vessel Operation Restriction Regulations*. The sections of the waterway covered by these speed limits are generally marked by signs, and the speed limits are strictly enforced by police patrols.

Chart 2028-1

3 Lake Simcoe is the largest body of water on the *Trent-Severn Waterway*. The main body of the lake is about 30 kilometres (19 miles) long and 26 kilometres (16 miles) wide with a shoreline of 230 kilometres (144 miles), making it the fourth largest lake in Ontario. The east and north shores are of a shallow nature, with a gradual descent westwards to deep water. The west and south shores generally have deep water close-to. There are two arms to the lake: Kempenfelt Bay, which extends west for 14 kilometres (9 miles) with a greatest depth of 41.5 m (136 feet), and Cook's Bay, 11 kilometres (7 miles) in length at the south end of the lake.

4 There are eight islands in the lake, of which Georgian Island is the largest, and thirty-five rivers and streams, draining a watershed of 3110 square kilometres (1200 square miles), empty into the lake. The lake waters, controlled by dams at Washago and Couchiching lock (lock 42 at the junction of the Trent Canal with the Severn River), flow westwards through the Severn River into Georgian Bay. The water level in Lake Simcoe, in normal years, is controlled between *chart datum* and 0.5 m (1.5 feet) above *chart datum*.

5 Caution. — Sudden storms are frequent on Lake Simcoe and every care and seamanlike precaution should be observed when navigating the lake, especially in small craft. The recommended tracks, as shown on the charts, should be followed where possible. Boaters entering the lake can usually obtain information on the condition of its water from the canal staff at Gamebridge lock (lock 41) and at Couchiching lock (lock 42), and from the marina operators in

the vicinity of The Narrows at Atherley. For details concerning weather reports *see* Chapter 1.

6 **Main route.** — The lake is entered from the north through Lake Couchiching, and from the east through the Trent Canal. The main route of the waterway leads from the entrance to the Trent Canal on the east shore of Lake Simcoe, to The Narrows at Atherley.

7 Upon leaving the canal entrance, head for **Centre Point** on the east tip of Thorah Island and hold this course until the **conspicuous** water stand pipe in Beaverton Harbour is abeam to port. Alter course to starboard to 308° and head for *Trout Shoal* port hand **light buoy** (1371), marked S323, about 15 kilometres (9.5 miles) away. A good natural leading line to pick up is the Trout Shoal light buoy and a **conspicuous** water tower just south of Orillia, or a distant white chimney just to the left of this line.

8 The route from a position NE of Thorah Island to Trout Shoal is marked by three fairway light **buoys**:

9 *Mara Shoal* fairway **light buoy** (1371.6), marked STD, is located about 1.3 kilometres (0.8 mile) north of Thorah Island.

10 *Jimmy Warren Shoal* fairway **light buoy** (1371.4), marked STC, is located about 5 kilometres (3 miles) NNW of Thorah Island.

11 *Maynards Shoal* fairway **light buoy** (1371.2), marked STB, is located about 5 kilometres (3 miles) farther to the NW.

12 A yellow *Ocean Data Acquisition System (ODAS)* **light buoy** (1371.1), marked 45151, is moored west of the route 10.4 kilometres (6.5 miles) WNW of Thorah Island.

13 **Goffatt Island** (44°34.5'N, 79°21.5'W) lies close off the north shore of Lake Simcoe on the west side of the entrance to McPhee Bay.

14 **Grape Island** (44°35'N, 79°23'W) and **Champlain Point** lie on each side of the approach to The Narrows at Atherley.

15 After clearing Trout Shoal alter course to 340° and head for a point midway between Grape Island and Champlain Point, a distance of about 5.6 kilometres (3.5 miles).

16 The route from Trout Shoal to The Narrows is marked by two fairway light **buoys**:

17 *Goffatt Island* fairway **light buoy** (1369.8), marked STA, is located about 1 kilometre (0.6 mile) SSW of Goffatt Island.

18 *Grape Island* fairway **light buoy** (1369.4), marked ST, is located about midway between Grape Island and Champlain Point.

19 A continuation of the main route through The Narrows at Atherley is described in Chapter 7.

20 **Thorah Island** is the second largest island in Lake Simcoe. It lies 4.3 kilometres (2.7 miles) SW of the Trent Canal entrance. Summer residences are found on the island.



21 **Thorah Island light** (1361) is shown at an elevation of 32 feet (9.7 m) from a cylindrical mast, 30 feet (9.1 m) high, on the east side of the island (44°27'N, 79°13'W).



22 The Public **wharf** near the Thorah Island light is 4 feet (1.2 m) in elevation with an entrance 27 feet (8.2 m) wide. This public wharf has floating wharves, an elevation of 2 feet (0.6 m), and depths of 3 to 5 feet (0.9 to 1.5 m). The dockage space is mostly reserved.

23 **Lagoon City** is on the east shore of Lake Simcoe about 10 kilometres (6.2 miles) north of Thorah Island. The *Knight's Inn Lagoon Harbour Resort & Hotel* at Lagoon City is a luxury resort, but the marina here welcomes visiting boaters.



24 *Lagoon City Marina* has depths of 5 to 6 feet (1.5 to 1.8 m) and offers dockage with power and water, pump out, **ramp**, engine and hull repairs, 22-tonne hoist, mast stepper, marine supplies, picnic area, showers, swimming pool, tennis courts, laundromat, snack bar and licensed restaurant, wireless Internet, propane and ice. There is a shopping centre nearby. The *Lagoon City Yacht Club* is private with facilities for members only.

25 *M & W Marine*, a land-based firm south of Brechin, offers engine and hull repairs and restoration, and some marine supplies.



26 A **light**, privately maintained, is shown at an elevation of 28 feet (8.5 m) from the outer end of *Knight's Inn Lagoon Harbour Resort & Hotel's* north breakwater (44°32.8'N, 79°13.3'W).

27 A port hand **daybeacon** and a starboard hand **daybeacon**, each shown from a mast, are on the outer ends of the north and south breakwaters, respectively, of the *Knight's Inn Lagoon Harbour Resort & Hotel*.

28 **Strawberry Island**, small and wooded, lies about 12.8 kilometres (8 miles) NW of Thorah Island.



29 **Strawberry Island light** (1370), near the west end of the south side of the island, is shown from a cylindrical mast (44°33'N, 79°20'W).



30 **Trout Shoal** lies a little less than 1.6 kilometres (1 mile) SW of Strawberry Island. It is about 0.5 kilometre (0.3 mile) in length with a least depth of 3 feet (0.9 m) over boulders.

31 *Trout Shoal* port hand **light buoy** (1371), marked S323, is positioned close SW of the shoal.



32 A radio tower, 212 feet (65 m) in elevation and marked by red **lights**, is **conspicuous** 5.3 kilometres (3.3 miles) north of Strawberry Island **light**. Another radio tower, 302 feet (92.1 m) in elevation, marked by two red

lights, is **conspicuous** about 4.6 kilometres (2.9 miles) NE of Strawberry Island **light**.



33 **McPhee Bay** is entered about 2.1 kilometres (1.3 miles) north of Strawberry Island. There is an **anchorage** in the bay in depths of 12 to 16 feet (3.7 to 4.9 m).

34 *McRae Point Provincial Park*, at **McRae Point** on the south side of McPhee Bay, is a Recreation Park with picnic areas, camping, showers and launching **ramp**. Ice and groceries can be obtained nearby.

35 *McRae Point Provincial Park* is noted for its *Water's Edge* trail. This trail is partly laid with cedar boardwalk and passes through several different types of natural habitat. The area is particularly noted for its fine displays of ferns and early summer wildflowers.



36 **Marina del Rey**, on the SE side of McPhee Bay, has depths of 3 to 6 feet (0.9 to 1.8 m) and offers dockage with power and water, pump out, 11.4-tonne and 15.9-tonne hoists, motor and hull repairs, showers, laundromat, swimming pool, pay phone, picnic area, wireless Internet and ice. *CCI Shipwrights* (custom wood work and boat restoration) is based here. Two privately maintained **lights** mark the entrance to the channel. *Marina del Rey* is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications. This marina monitors VHF Channel 16.

37 *Starport Marina Simcoe*, at the east end of McPhee Bay, has depths of 4 to 6 feet (1.2 to 1.8 m) and offers dockage with power and water, propane, pump out, **ramp**, 18-tonne hoist, repairs, salvage, a full line of marine supplies and boating accessories, picnic area, showers, laundromat, restaurant, ice, gasoline and diesel fuel. This firm specializes in boat and hull repairs, wireless Internet and monitors VHF Channel 68.

East and SE shores of Lake Simcoe

38 **Beaverton Harbour**, at the mouth of the **Beaver River** on the east coast of the lake, is entered between two breakwaters extending west into the lake. The south breakwater is 845 feet (257.5 m) long.



39 There are two concrete Public **wharves** in Beaverton Harbour: the wharf on the north side is 4 feet (1.2 m) in elevation and 138 feet (42 m) long with depths of 7 to 9 feet (2.1 to 2.7 m), and the wharf on the south side of the harbour is 4 feet (1.2 m) in elevation and 142 feet (43.3 m) long with a launching **ramp** and depths of 5 to 6 feet (1.5 to 1.8 m).



40 **Caution.** — A **submerged sewer pipeline** crosses the harbour from one Public wharf to the other.



41 Depths of 6 feet (1.8 m) are found in the harbour at Beaverton, reducing to 4 and 5 feet (1.2 and 1.5 m) at the docks in the NE part of the harbour.

42 **Beaverton** has churches, banks, medical centre with doctors and dentist, veterinarian, motels, hotels, restaurants, liquor and beer store, laundromats and shops of all kinds.



43 **Beaverton Harbour light (1360)** is shown at an elevation of 34 feet (10.3 m) from a cylindrical mast 30 feet (9.1 m) high, with a starboard **daybeacon**, on the outer end of the south breakwater ($44^{\circ}26'N$, $79^{\circ}10'W$).



44 **Beaverton Yacht Club**, in the NE part of Beaverton Harbour, has depths of 5 feet (1.5 m) and offers dockage with power and water, pump out, launching **ramp**, 40-foot (12.2-m) hydraulic trailer, marine supplies, picnic area, washrooms and showers, ice, wireless Internet and gasoline.



45 There are privately maintained **lights** at the entrance to the yacht club.



46 **Georgina Island** is off the south shore on the east side of Lake Simcoe. It is the site of *Chippewas of Georgina Island First Nations* reserve, densely wooded, and the largest island in the lake. Two private **wharves** are located at the SW end of the island. The older wharf is 2 feet (0.6 m) in elevation and 160 feet (48.8 m) long with depths of 1 foot (0.3 m). The newer wharf, close NE of the other, is 3 feet (0.9 m) in elevation and 225 feet (68.6 m) long with depths of 4 to 5 feet (1.2 to 1.5 m), and depths of 6 feet (1.8 m) along the face of the outer 65 foot (29.8 m) long section.



47 A **submerged water intake** on the west side of the island extends 0.6 kilometre (0.4 mile) offshore; the crib at the outer end has a depth of 14 feet (4.3 m).



48 **Blackbird Point light (1362.5)** is shown from a cylindrical mast, at **Blackbird Point** on the NW point of Georgina Island ($44^{\circ}23.7'N$, $79^{\circ}18.7'W$).

49 **Pefferlaw River** flows into Lake Simcoe about 4.8 kilometres (3 miles) SE of Georgina Island. The river is entered between breakwaters which extend into the lake.

50 Depths of 7 feet (2.1 m) are found between the breakwaters, and 6 feet (1.8 m) off the entrance.



51 **Pefferlaw River light (1362)** is shown at an elevation of 32 feet (9.7 m) from a cylindrical mast, on the outer end of the east training wall.

52 The community of **Pefferlaw**, part of Town of **Georgina**, is located close east of Pefferlaw River.

53 Pefferlaw has churches, a bank, medical centre, doctors, dentist, a few stores, motels, hotels, restaurants, liquor and beer store, and golf.



54 Small craft facilities are offered by several **marinas** on Pefferlaw River:

55 *Everglades Marina* has depths of 4 feet (1.2 m) and offers dockage with power and water, pump out, **ramp**, repairs and salvage work, marine supplies, 32-tonne crane, outboard and inboard motor sales and service, boat sales, picnic area, showers, laundromat, bait, tackle, ice, gasoline and diesel fuel.

BEAVERTON (1988)



PEFFERLAW RIVER (1988)




56 *Flying Bridge Marina* reported depths of 5 feet (1.5 m) and offers dockage with power and water, pump out, **ramp**, repairs and salvage work, 25-tonne travel lift, boat rentals, picnic area, camping, showers, licensed restaurant, naphtha, bait, ice, gasoline and diesel fuel. There is a motel close by, and ice fishing in winter. There is also a laundromat, repair shop and marine store with marine supplies.


57 *Quinn's Marina Ltd.* has depths of 3 feet (0.9 m) and offers dockage with power outlets, pump out, **ramp**, repairs, a full line of marine supplies, outboard motor sales and service and gasoline.

58 *Peninsula Resort*, on the NW side of the entrance to Pefferlaw River, has depths of 4 to 8 feet (1.2 to 2.4 m) and offers dockage, **ramp**, canoe and boat rentals, motel accommodation, picnic area, camping, snack bar, bait, tackle, water and ice. This is mainly a motel resort and has a sandy swimming beach. Golf is nearby.


59 *Lamb's Hide-A-Way Marina and Trailer Park*; about 1.5 miles west of Pefferlaw River, has depths of 4 feet (1.2 m) and offers **ramp**, 4.5-tonne hoist, some camping, water and gasoline. A grocery store is nearby.

 60 **Virginia Beach**, a small community, is on the south shore of the lake, south of Georgina Island. At the community there is an L-shaped Public **wharf** 3 feet (0.9 m) in elevation, and 92 feet (28 m) long with depths of 1 to 2 feet (0.3 to 0.6 m) along the north side and inner side of the outer end. The outer face and south side of this wharf are protected by boulders; a gravel **ramp** lies close north of this wharf.


61 A **ferry** from Virginia Beach serves Georgina Island.

 62 *Virginia Beach Marina*, a facility run by First Nations close west of the Public wharf, has depths of 4 to 7 feet (1.2 to 2.1 m) and offers dockage with power, pump out, **ramp**, motor and hull repairs, marine supplies, water taxi, bait, snack bar, restaurant and licensed dining room, ice and gasoline. There is also a native craft shop here. The marina is illuminated and the entrance channel is marked by two privately maintained **lights**.


63 *Sibbald Point Provincial Park* is located adjacent to **Sibbald Point**, about 3.2 kilometres (2 miles) west of Virginia Beach. There is a large concrete launching **ramp** here, a boat house, sailboat rentals, snack bar, small store and marked swimming areas. There is also a sandy beach and four Public **wharves** 132 feet (40.2 m) long with depths of 1 foot (0.3 m).


 64 **Black River** flows into the lake about 2.1 kilometres (1.3 miles) SW of Sibbald Point. A training wall, 720 feet (219.4 m) long, extends from the east entrance point of the river. The channel at the entrance to Black River is **buoyed** but is subject to silting. A sand bar with a depth of 2 feet (0.6 m) was found in this buoyed channel. A **bridge** crossing the river near the entrance has a vertical

clearance of 7 feet (2.1 m). A **footbridge**, midway between the two bridges, has a vertical clearance of 8 feet (2.4 m).

 65 The community of **Sutton**, part of Town of Georgina, with a population of 5938 in 2011, is on the Black River about 2.4 kilometres (1.5 miles) upstream. There is a Public **wharf** here with about 50 feet (15.2 m) of dockage for small boats and depths of 2 feet (0.6 m). This wharf is on the east side of the river close below the bridge at Sutton.

66 **Jacksons Point**, part of Town of Georgina, lies about 1.8 kilometres (1.1 miles) WNW of the mouth of the Black River.


 67 There are two Public **wharves** at Jacksons Point. The north wharf is 3 feet (0.9 m) in elevation with a face 196 feet (59.7 m) long. Depths alongside are 2 to 4 feet (0.6 to 1.2 m). There is a small offshore **breakwater** close north of the north wharf. A larger **breakwater** begins just off the wharf and curves 350 feet (106.7 m) SE and south. The ruins of a marine railway lie between the two breakwaters.


 68 The second public **wharf**, on the SE point of the harbour, consists of a main timber structure 12 feet (3.7 m) wide. This extends 198 feet (60.4 m) NE with 19 finger wharves arranged in two groups on the NW side. Depths range from 3 to 6 feet (0.9 to 2 m).


69 The municipal day use park close east of the southern wharf has a sandy beach, picnic areas, snack bar, children's adventure playground, and a pay phone.

70 The village of Jacksons Point has churches, many stores, medical clinic, doctors, dentist, police, post office, motels, hotels, restaurants, laundromat, liquor and beer stores, golf and tennis.

71 *Bonnie Boats Marina*, in Jacksons Point harbour, has depths of 5 feet (1.5 m) and offers dockage, **ramp**, repairs and salvage work, outboard motor sales and service, marine supplies, boat sales, boat rentals, bait, tackle, ice and gasoline. A motel, licensed restaurant, pay phone and grocery store are nearby. This is the site of the former *Grew* boat manufacturing facility.

 72 *Jacksons Point light* (1362.7), on the south end of the large breakwater at **Jacksons Point**, is shown from a triangular skeleton tower, 24 feet (7.4 m) high, with a starboard hand **daymark** (*not shown on Chart 2028-1*). It is privately maintained by Town of Georgina.


 73 **Willow Beach**, part of Town of Georgina, is 4.3 kilometres (2.7 miles) WSW of Jacksons Point. An L-shaped Public **wharf**, 3 feet (0.9 m) in elevation and 69 feet (21 m) long at the outer face with depths alongside of 2 to 6 feet (0.6 to 1.8 m), is located at Willow Beach.


 74 *Willow Beach Marina*, at **Paradise Beach** nearly 1.6 kilometres (1 mile) WSW of Willow Beach, has depths of 6 feet (1.8 m) and offers **ramp**, 2.7-tonne hoist, outboard motor sales and service, boat and canoe sales, boat rentals, marine supplies, picnic area, snack bar, some

groceries, propane, bait, tackle, ice and gasoline. There is a height restriction of 6 feet (1.8 m) under the bridge over the entrance channel to the marina.

75 **Snake Island** and **Fox Island** are in the approaches to Cook's Bay at the SW end of Lake Simcoe.

Chart 2028-3


 76 **Island Grove** is on the south shore of Lake Simcoe, SE of Snake Island. A T-shaped Public **wharf** here is 3 feet (0.9 m) in elevation and has an outer face 127 feet (38.7 m) long with depths of 3 to 4 feet (0.9 to 1.2 m).

 77 **Island Grove Marina**, at Island Grove, has depths of 2 to 4 feet (0.6 to 1.2 m) and offers outboard motor sales and service, water taxi and towing service, some marine supplies, and operates a **ferry** service to Snake Island and Fox Island.

Cook's Bay


78 **Cook's Bay**, about 11.2 kilometres (7 miles) long and 3.2 kilometres (2 miles) wide, extends southwards from the west side of the south shore of Lake Simcoe. The south shore of the bay is marsh land, with dense weed growth extending for over 1.6 kilometres (1 mile) offshore. The Holland River empties into the head of the bay through Holland Marsh. The east shore is generally composed of sand and gravel and is heavily populated with summer homes and resorts. Excellent facilities for the repair and berthing of boats are to be found in Cook's Bay.


79 **Big Cedar Point**, densely wooded with numerous summer homes on it, lies on the west shore about 4.3 kilometres (2.7 miles) SW of Fox Island.

 80 **Cook's Bay Shoal** with 2 feet (0.6 m) of water over it lies 1.6 kilometres (1 mile) SSE of Big Cedar Point.

81 *Cook's Bay Shoal* starboard hand **light buoy** (1364), marked *SSI6*, is located close south of the shoal.


82 **Roches Point** is about 4 kilometres (2.5 miles) SSE of Big Cedar Point at the east side of the entrance to Cook's Bay.

 83 **Caution.** — A shoal spit with depths of 4 feet (1.2 m) extends about 250 m (0.16 mile) offshore from Roches Point, and depths of 7 feet (2.1 m) extend as much as 480 m (0.3 mile) offshore. The outer end of this shoal area is marked by a **buoy**.

 84 On the south side of Roches Point there is a Public **wharf** at the outer end of a boulder and gravel causeway 215 feet (65.5 m) long. The wharf is 2.5 feet (0.8 m) in elevation and 25 feet (7.6 m) square with depths of 9 to 10 feet (2.7 to 3 m). The small wharves near here are private.


85 **Little Cedar Point** and **De Grassi Point** lie on the west shore about 2.2 kilometres (1.4 miles) WNW and WSW, respectively, of Roches Point.


86 **Bell Ewart** is located west of Little Cedar Point.

 87 The Bell Ewart Public **wharf** is on the west shore south of Little Cedar Point. The wharf is located at the outer end of a rubble causeway 210 feet (64 m) long, and is 3 feet (0.9 m) in elevation with depths of 4 to 6 feet (1.2 to 1.8 m).


 88 There are three **marinas** on the west shore between Little Cedar Point and De Grassi Point:

89 **Lake Simcoe Marina**, located close north of the Bell Ewart Public wharf, has depths of 4 to 6 feet (1.2 to 1.8 m) and offers dockage with power and water, **ramp**, engine repairs, marine supplies, snack bar and restaurant, bait, tackle, ice and gasoline.


 90 **Monto-Reno Marina**, about 640 m (0.4 mile) SSW of Bell Ewart wharf, has depths of 4 to 6 feet (1.2 to 1.8 m) and offers dockage with power and water, pump out, **ramp**, repairs and salvage work, 9-tonne hoist, marine supplies, picnic area, showers, snack bar, naphtha, ice, gasoline and aviation gasoline. This is also an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications. A privately maintained flashing amber **light** is shown at an elevation of 29 feet (8.8 m) from the north entrance to the marina.

 91 **Lefroy Harbour Resort**, about 800 m (0.5 mile) WNW of De Grassi Point, has depths of 3 to 6 feet (0.9 to 1.8 m) and offers dockage with power, cable TV and water, pump out, repairs and salvage work, 25-tonne travel lift, marine supplies, showers, washrooms, laundromat, swimming pool, ice, restaurant, gasoline and diesel fuel. *Lefroy Harbour Yacht Sales* is based here, as is *Canadian Yacht Tops* (custom boat tops and interiors). A privately maintained flashing amber **light** (1368.2) is shown at an elevation of 40 feet (12.2 m) at the south entrance point to the marina complex. Private leading **lights**, in the line bearing 226°, lead to the entrance through a channel marked by private **buoys**.

92 The community of **Lefroy** has a church, a post office and a few stores.

 93 **Caution.** — A **submerged power cable** crosses the mouth of Cook's Bay between Roches Point and the entrance to *Monto-Reno Marina*. Boaters are cautioned not to anchor or fish in this area.

94 **Gilford** is a small community on the west shore about 3.2 kilometres (2 miles) south of De Grassi Point.

 95 There are two **marinas** at Gilford:

96 **Kon Tiki Marina** has depths of 5 to 6 feet (1.5 to 1.8 m) and offers dockage with power and water, pump out, showers, snack bar and ice. This marina caters to sailboats up to 45 feet (13.7 m) long and weekly sailing regattas are organized here by the *Cook Bay Yacht Club*. Groceries are available nearby.

MASKINONGE (JERSEY) RIVER (1988)



97 *Cooks Bay Marina*, close south of *Kon Tiki Marina*, has depths of 7 feet (2.1 m) and offers dockage with power outlets, **ramp**, marine supplies, picnic area, showers, tennis courts and ice. *The Square Rigger* store, a chandlery, is on-site. *The Square Rigger* is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications. The *Cook Bay Yacht Club* has its facilities at this marina.

98 **Ferguson Point** lies on the east shore of Cook's Bay about 2.9 kilometres (1.8 miles) SSE of Roches Point. The community of **Keswick**, part of Town of Georgina, lies about 640 m (0.4 mile) east of Ferguson Point.

99 Keswick has churches, a bank, medical clinic with doctors and dentist, veterinarian, motel, restaurants, stores, liquor and beer store, post office, laundromat and golf. The nearest hospital is at Newmarket.

100 **Maskinonge (Jersey) River** enters Cook's Bay about 2.7 kilometres (1.7 miles) SSE of Ferguson Point. A training wall 603 feet (183.8 m) long protects the channel into the river. A sheltered area enclosed by boulder breakwaters extends about 660 feet (201.2 m) offshore and about 760 feet (231.6 m) south of the entrance channel.

101 *Maskinonge (Jersey) River light* (1365) is shown at an elevation of 34 feet (10.3 m), on the outer end of the above-mentioned training wall ($44^{\circ}13.5'N$, $79^{\circ}28.3'W$).

102 **Caution.** — The highway **bridge** crossing the river 500 m (0.3 mile) above the entrance has a vertical clearance of 7 feet (2.1 m). **Overhead cables** close to this bridge have a vertical clearance of 17 feet (5.2 m).

103 Several **marinas** are located on the Maskinonge (Jersey) River, and restaurant, liquor and beer store, laundromat and stores are all close by.

104 *Krates Marina Ltd.*, on the south side of the river near the entrance, has depths of 5 to 6 feet (1.5 to 1.8 m) and offers dockage with power and water, pump out, **ramp**, motor repairs, 35-tonne hoist, full line of marine supplies, water taxi, pay phone, toilets and showers, swimming pool, laundromat, ice and gasoline. This marina specializes in boat sales and service and reports monitoring VHF Channel 68. This marina changed hands in 2014 (was formerly Crate's).

105 *Keswick Marine*, on the north shore west of the bridge, has depths of 4 to 7 feet (1.2 to 2.1 m) and offers dockage with power and water, pump out, **ramp**, motor repairs, new and used boat sales, pay phone, showers, tavern and licensed patio, ice and gasoline. Laundromat is nearby.

106 Two **marinas** are to the east of the bridge.

107 *Harry's Riverside Sports and Bait*, close east of the bridge on the north shore, has dockage and launching **ramp**. *The Riveredge Restaurant* is located here. A shopping centre is

nearby. Bait and tackle are also available. *Boston Pizza*, across the river on the south shore, has dockage for their customers.

108 *Coves of Keswick Marina*, on the north shore, has depths of 5 feet (1.5 m) and offers dockage with power, pump out, **ramp**, motor and hull repairs, hoist, toilets, picnic area and wireless Internet.

109 A white water tower, 220 feet (67 m) in elevation, about 3.2 kilometres (2 miles) south of the entrance of Maskinonge (Jersey) River and 1.1 kilometres (0.7 mile) inland, is **conspicuous** and makes a good landmark for boaters.



110 One **marina** is located on the east shore of Cook's Bay about 2.2 kilometres (1.4 miles) south of the entrance of Maskinonge (Jersey) River:

111 *King Dragon Marine & Tackle* has depths of 4 to 6 feet (1.2 to 1.8 m) and offers dockage with power, **ramp**, repairs, snack bar, licensed restaurant and patio, picnic area, bait and tackle. Pump out and motel accommodations are available. This marina is illuminated at night. A taxidermist is also based here.

Holland River

112 The **Holland River** empties into the south end of Cook's Bay through the **Holland Marsh**.

113 The entrance to Holland River is marked by *Cook's Bay* port hand **light buoy** (1368), marked *SSI9* and a starboard hand **buoy**, as shown on the chart. The river channel is marked by privately maintained **buoys**. For depths in the river *see* the chart.

114 The **Holland River East Branch** flows into the Holland River about 5 kilometres (3 miles) upstream from Cook's Bay. The channel in the Holland River East Branch is **buoyed** to **Holland Landing**.



115 *South Simcoe CY Marina*, 160 m (0.1 mile) north of the same bridge, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power and water, **ramp**, hoist and gasoline. Pay phone and motel are nearby.

116 In 2011 the population of **Bradford** was 22 378, and near the above-mentioned **bridge** there is a Public wharf 1 foot (0.3 m) in elevation and 70 feet (21 m) long and an adjacent launching **ramp**. This wharf is closed and unsafe to use.



117 Several **marinas** are on the Holland River East Branch between its junction with the Holland River and the community of **River Drive Park**. A **bridge**, with a vertical clearance of 12 feet (3.7 m) crosses the river at River Drive Park.

118 The community of River Drive Park has a store and post office.

HOLLAND RIVER (1988)



119 *Holland River Marina*, on the Holland River East Branch about 2.9 kilometres (1.8 miles) upstream of the junction with the Holland River, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers dockage with power and water, pump out, **ramp**, 36-foot (11-m) hydraulic trailer, engine and hull repairs, toilets and showers, laundromat, ice, snack bar, marine supplies and gasoline. This marina is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

120 *Albert's Marina*, another 1.3 kilometres (0.8 mile) up the Holland River East Branch, has depths of 5 feet (1.5 m) and offers dockage with power and water, pump out, **ramp**, 26-tonne hoist, engine and hull repairs, marine supplies, used boat sales, custom boat tops, camping, picnic area, restaurant, club house, showers, ice, gasoline and diesel fuel.

121 *South Bay Harbour Marina*, another 800 m (0.5 mile) upstream, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers dockage with power, **ramp**, motor and hull repairs, toilets and showers, laundromat, ice, snack bar and picnic area.


122 *Riversports Recreation Ltd.*, about 1.1 kilometres (0.7 mile) farther upstream at River Park Drive, has depths of 4 feet (1.2 m) and offers dockage with power outlets, **ramp**, full repair facility, motor sales and service, boat sales, marine supplies, showers and snack bar.


SW shore of Lake Simcoe


Chart 2028-1

123 The route from Cook's Bay to The Narrows at the north end of Lake Simcoe and the route from Cook's Bay to the Trent Canal on the east shore of the lake are shown on the charts.

124 **Big Bay Point** (44°24'N, 79°31'W) lies on the west shore of Lake Simcoe and forms the south side of the entrance to Kempenfelt Bay.


 125 *Friday Harbour Resort*, a planned development (2016) on Big Bay Point, will have 800 boat slips in a lagoon setting.

 126 **Big Bay Point light** (1369) is shown at an elevation of 36 feet (11.1 m) from a cylindrical mast on the point.

 127 **Long Shoal** lies about 3.7 kilometres (2.3 miles) SSE of Big Bay Point light and is the most dangerous in the lake. It is over 800 m (0.5 mile) in length and has depths of less than 3 feet (0.9 m). It is surrounded by deep water.


128 *Long Shoal West* port hand light **buoy** (1368.6), marked *SS11*, and *Long Shoal East* port hand light


buoy (1368.7), marked *SS9*, are located at the ends of Long Shoal, but in rough weather the buoys are not easily seen.


 129 A Public **wharf** is on the west shore about 1.6 kilometres (1 mile) north of Big Cedar Point. This wharf is located at the outer end of a rubble causeway 165 feet (50 m) long and is a steel and concrete structure 3 feet (0.9 m) in elevation and 110 feet (33.5 m) long. This wharf has depths of 7 feet (2.1 m) near the outer end, reducing to 3 feet (0.9 m) at the inshore end. *Innisfil Park*, with good beach and picnic facilities, is nearby.


Kempenfelt Bay

130 **Kempenfelt Bay** is 14.4 kilometres (9 miles) long and 3.2 kilometres (2 miles) wide at the mouth. It has the lake's deepest water. The shores are mainly wooded with a foreshore of gravel and stone. Heavy weed growth is found at the head and SW corner of the bay. It is relatively free of hazards and offers excellent cruising.


 131 The Public **wharf** on the south shore about 1 kilometre (0.6 mile) west of Big Bay Point is 2.5 feet (0.8 m) in elevation and 174 feet (53 m) long with depths of 3 to 9 feet (0.9 to 2.7 m) along the inner 50-foot (15.2-m) long face of the outer section.

 132 The Public **wharf** 1 kilometre (0.6 mile) east of **Lovers Creek** on the south shore of Kempenfelt Bay is 2.5 feet (0.8 m) in elevation and 98 feet (29.9 m) long with an outer arm 52 feet (15.8 m) long. Depths are 5 to 7 feet (1.5 to 2.1 m).

 133 At **Shanty Bay** on the north shore of Kempenfelt Bay there is a Public **wharf** 3 feet (0.9 m) in elevation and 105 feet (32 m) long with depths of 5 to 6 feet (1.5 to 1.8 m) at the outer end. About 2.1 kilometres (1.3 miles) west of here is a private dock with a white structure, 30 feet (9.1 m) high, in the form of a lighthouse, prominent in this part of the bay.

 134 About 2.7 kilometres (1.7 miles) west of the Shanty Bay wharf (outside the limits of *Chart 2028-1*) there is a row of five transmitter towers. Another transmitter tower about 3.2 kilometres (2 miles) south of Barrie is also prominent. These towers are lit by strobe **lights**.

135 **Lakeview**, a small community, is on the north shore of Kempenfelt Bay about 4.2 kilometres (2.6 miles) north of Big Bay Point.

 136 *Golden-Medonte Powerboat Club* at Oro Station has depths of 4 to 6 feet (1.2 to 1.8 m) and offers pump out, 20-tonne forklift, motor repairs, marine supplies, snack bar, picnic area and gasoline.

137 *Brentwood Marine*, near Lovers Creek on the south shore, has depths of 3 to 6 feet (0.9 to 1.8 m) and offers dockage with power and water, pump out, **ramp**, 25-tonne hoist, repairs and salvage work, boat and outboard motor sales and

CITY OF BARRIE (2015)



service, marine supplies, picnic area, showers, ice and gasoline. The facilities are for the use of guests only.

Barrie

138 **Barrie** is a city at the head of Kempenfelt Bay; it had a population of 166 634 in 2011 and has a hospital.



139 The Public **wharf** at Barrie is concrete, 4 feet (1.2 m) in elevation and 280 feet (85.3 m) long with a 50 foot (15.2 m) end section. There are depths of 12 feet (3.7 m) around the outer end, reducing to 3 feet (0.9 m) near the shore. This wharf is known as the *Bayfield Wharf* and is leased by the city of Barrie. Accommodations and shopping areas are close by.

140 **Points of interest.** — The *Georgian Theatre* presents professional live stage productions at the Barrie campus *Georgian College* during the summer season. Productions include drama, comedy and musical shows.

141 The *Simcoe County Museum* is at Minesing about 16 kilometres (10 miles) NW of Barrie. This museum has a fine collection of early farm equipment as well as several wings with exhibits of pioneer and First Nations artifacts and room displays of life in the Victorian era. This museum also includes a collection of restored pioneer village buildings.



142 The *City of Barrie Marina*, at Barrie, has depths of 4 to 6 feet (1.2 to 1.8 m) and offers dockage

with power and water, pump out, **ramp**, mast stepper, toilets and showers, ice, marine supplies, pay phone, picnic area and gasoline. All the amenities of the city are nearby. This marina monitors VHF channels 16 and 68. *City of Barrie Marina* is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

143 *Barrie Yacht Club*, on the north shore of the bay, has depths of 3 to 8 feet (0.9 to 2.4 m) and offers pump out, **ramp**, sailing school, mast stepper and showers. Facilities are available only to yacht club members.

144 *Centennial Park*, a municipal day-use park close south of City of Barrie Marina, has picnic area, pay phone, sandy beach, snack bar, children's playground and a bandshell where summer concerts are held.

NW shore of Lake Simcoe


145 The route from Barrie to The Narrows at the north end of Lake Simcoe and the route from Barrie to the Trent Canal on the east shore of the lake are shown on the chart.


146 **Eight Mile Point** lies on the west side of Lake Simcoe about 13.3 kilometres (8.3 miles) NE of Big Bay Point.


THE NARROWS FROM LAKE SIMCOE (1988)




147 A privately maintained standard street light is shown at an elevation of about 50 feet (15.2 m) from a private residence on Eight Mile Point ($44^{\circ}30.5'N$, $79^{\circ}25.5'W$). This private light is reported to be switched on only as required by the owner and should not be relied on by other boaters.

 148 **Carthew Bay**, close west of Eight Mile Point, has a boat launching **ramp** and a Public **wharf** as shown on the chart. The wharf is a floating dock 1 foot (0.3 m) high and 79 feet (24 m) long with depths of 3 to 4 feet (0.9 to 1.2 m). There is a small general store nearby.

 149 There is also a Public **wharf** at **Hawkestone**, about 3.7 kilometres (2.3 miles) SW of Carthew Bay. This wharf is steel and concrete 4 feet (1.2 m) in elevation and 165 feet (50.3 m) long with an outer section 87 feet (26.5 m) long. There are depths of 7 feet (2.1 m) around the outer section, 3 feet (0.9 m) nearer shore.

 150 **Hawkestone Yacht Club**, a private club for members only, is located close north of the Public wharf. The entrance is marked by privately maintained **lights**.

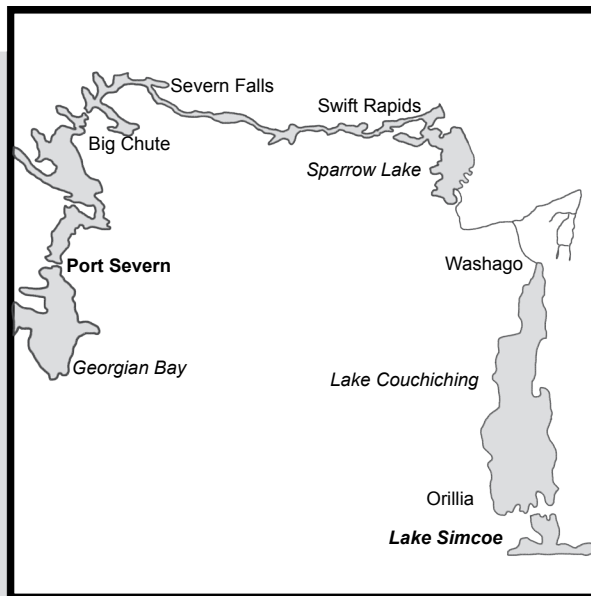
Charts 2028-2, 2028-1


 151 **Caution.** — **Whitefish Shoal** with a least depth of 4 feet (1.2 m) lies approximately 6.4 kilometres (4 miles) NNE of Eight Mile Point. The shoal is sand and boulders, and is marked by a **buoy**.

152 **Shingle Bay** lies on the west shore at the northern end of Lake Simcoe, 8 kilometres (5 miles) north of Eight Mile Point. **Shannon Bay** is located at the NE end of Shingle Bay.

153 Other **marinas** at the north end of Lake Simcoe are described in Chapter 7 in the section on Orillia.

Lake Simcoe to Port Severn



 1 **Caution — Depths.** — Boaters are reminded that all depths mentioned in this volume refer to *chart datum*, as do all depths shown on *Canadian Hydrographic Service* charts. *Chart datum* for any given area is a low water level and boaters should refer to the section on *chart datum* in Chapter 1 for more detail and for information on obtaining day-to-day water level values.



2 **Note — Speed Limits.** — Parts of the route described in this chapter have speed limits provided by the *Vessel Operation Restriction Regulations*. The sections of the waterway covered by these speed limits are generally marked by signs, and the speed limits are strictly enforced by police patrols.

Lake Simcoe to Couchiching lock

Chart 2028-2

3 **The Narrows** is a narrow channel joining lakes Simcoe and Couchiching. Although the channel is a natural one, it has been dredged to 6 feet (1.8 m) for a width of 50 feet (15.2 m).

4 **Historical note.** — The Narrows was the site of early First Nations fishing traps. The remains of stakes from these structures were discovered during relatively recent excavations and date from the early years of the seventeenth century.

  5 The Narrows is crossed by a highway **bridge** with a vertical clearance of 23 feet (7.0 m) and a railway swing **bridge** with a vertical clearance of 7 feet (2.1 m) when closed. The Narrows is also crossed by **overhead power cables** with a vertical clearance of 37 feet (11.3 m). Two fixed white **lights** on each side of the highway bridge mark the limits of the channel.

6 The main route of the *Trent-Severn Waterway* leads from the north end of Lake Simcoe through The Narrows at Atherley into Lake Couchiching. The route goes through Lake Couchiching and enters the Trent Canal at the north end of that lake. Couchiching lock (lock 42) is in the Trent Canal 3.2 kilometres (2 miles) from the north end of Lake Couchiching. The distance from The Narrows to Couchiching lock is 20 kilometres (12.5 miles).

  7 **Orchard Point**, on the west shore close south of the highway bridge at

The Narrows, has an L-shaped Public **wharf** at the end of a 150-foot (45.7-m) long boulder and gravel causeway. The wharf is 5 feet (1.5 m) in elevation and 75 feet (22.9 m) long with an outer section 75 feet (22.9 m) long and depths of 6 feet (1.8 m). Due to wake from passing boats and rough seas during any moderate wind, it is unwise to leave boats unattended on the exposed side of the wharf.

8 **Atherley**, a community on the east shore at The Narrows, has general stores, restaurants, hotels and motels.

 9 There are several **marinas** at The Narrows:

10 *Baer Harbour Marina*, on the east shore south of the bridge, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power and water, showers and picnic area.

11 *Blue Beacon Marina*, also on the east shore, has depths of 4 to 5 feet (1.2 to 1.5 m) and offers limited overnight dockage, pump out, **ramp**, 7-tonne lift, hydraulic trailer up to 37 feet (11.3 m), motor and hull repairs, boat rentals, showers, ice, marine supplies, bait, tackle and gasoline. This marina specializes in boat and motor sales and service, and is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

12 *Leatherdale Marine*, with a store south of The Narrows on Highway 12, offers repairs and salvage service, sail and power boat sales and service, marine supplies, specializes in repairs to all kinds of motors, and is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.


13 *Crothers Twin Lakes Marina*, on the east side between the bridges, has depths of 5 feet (1.5 m) and offers limited dockage with power and water, showers, picnic area and ice. Wireless Internet was planned for 2016.


14 *Crate's Lake Country Boats* has slips for their own use, a 35-tonne travel lift, launch **ramp**, boat sales and service.

15 *Mariposa Landing*, on the west shore close north of the railway swing bridge, has depths of 5 feet (1.5 m) and offers dockage with power and water, pump out, engine repairs, a portable lift of 5 tons, toilets and showers, laundromat, ice, picnic area, wireless Internet and cable TV. This marina monitors VHF Channels 16 and 68.


16 *Bridge Port (Hot Knots) Marina* (a Parkbridge marina), on the west shore at the north end of The Narrows, has depths of 5 feet (1.5 m) and offers dockage with power and water, pump out, private **ramp**, motor and hull repairs, 30-foot (9.1-m) hydraulic trailer, toilets and showers, laundry, ice, snack bar, marine supplies, picnic area, wireless Internet, gasoline and diesel fuel. This marina monitors VHF Channels 16 and 68 and is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

Orillia

 17 **Orillia**, a city with a population of 30 586 in 2011, lies west of The Narrows. It has two Public **wharves** and a launching **ramp**. These are located on the south shore of Lake Couchiching about 3.5 kilometres (2.2 miles) west of The Narrows.

 18 The southern Public **wharf** has been developed as part of the *Port of Orillia*. The other Public **wharf** is at the Champlain Park, 0.5 kilometre (0.3 mile) to the north, and is concrete, 4 feet (1.2 m) in elevation and 150 feet (45.7 m) long with depths of 5 to 8 feet (1.5 to 2.4 m). Accommodations and supplies are available in the city, and Orillia also has a hospital and bus service.

19 Charts and nautical publications can be purchased from *Ellwood Epps*, on Highway 11 North, *Blue Beacon Marina*, 695 Atherley Road, *Bridge Port Marina*, 434 Couchiching Point Road, *Marina Del Rey*, 4130 Bayview Avenue, *Marine Plaza*, 8140 Highway 11, *Starport Marina*, 3952 McRae Park Road, and *Leatherdale Marine*, 5571 Highway 12 South, all of whom are authorized dealers for the *Canadian Hydrographic Service*.

 20 *Port of Orillia*, operated by the Orillia District Chamber of Commerce at Orillia southern Public wharf, has depths of 6 feet (1.8 m) and offers extensive protected dockage with power and water, **ramp**, picnic areas, showers, ice and wireless Internet. The **marina** monitors VHF Channel 68. There is also a fishing dock here, as well as a promenade and board walk. The landscaped picnic areas of *Centennial Park* are nearby, as are laundromat, groceries, snack bar and licensed restaurant and all the facilities of downtown Orillia. There was a courtesy shuttle bus to the centre of Orillia.

21 *Couchiching Beach Park*, a day-use park close NW of the *Port of Orillia*, has picnic facilities, children's playground, an antique steam-driven train and snack bar. *Aquatheatre*, also at Couchiching Park, is a historic bandshell used for occasional special events and Sunday evening concerts during the summer. The city greenhouse is also here with special floral displays all year.

22 **Historical note.** — Originally surveyed in 1820 as land for the Ojibwa Indians of Chief William Yellowhead's band, the land was being settled by European immigrants after the First Nations people moved across The Narrows to Rama Reserve in about 1832.

23 By 1866 Orillia had become an important agricultural and lumbering community with a population of about 750, and incorporated as a village. The area later attracted some industry and grew and prospered.

24 In recent years the city's downtown area has been revitalized and is now a "people place" of summer cafes, shops, trees and flowers.

ORILLIA (1988)



25 **Points of interest.** — Orillia's most famous citizen was Stephen Leacock, the noted writer and humourist, who lived here from 1920 until his death in 1944. His home is now a National Historic site museum open to visitors and has displays of his writings and possessions.

26 *Orillia Opera House* is an imposing brick building that was built as Orillia's City Hall. The Opera House hosts summer theatrical shows, including musicals and comedy productions.

27 Sightseeing cruises operate during the summer months from the Orillia wharf. Some of these cruises are by private charter; others are scheduled two or three hour tours.

The Narrows to Couchiching lock

28 **Lake Couchiching** is 16 kilometres (10 miles) long, 4.8 kilometres (3 miles) wide at the south end and about 1.6 kilometres (1 mile) wide at the north end. The north end of the lake is shallow with weeds and numerous shoals, but the rest of the lake offers good cruising. The routes through the lake are **buoyed**.

29 **Caution.** — Sudden storms and squalls are frequent on Lake Couchiching. Every care and seamanlike precaution should be observed when navigating the lake, especially in small craft. Boaters can usually obtain information on the lake condition from the canal staff at Couchiching lock (lock 42) and from the marina operators in the vicinity of The Narrows. For details concerning radio weather reports see Chapter 1.

30 **Nadie Island** is a small island on the east side of the channel, 1.6 kilometres (1 mile) north of the highway bridge at The Narrows.

31 **Nadie Island light (1372)** is shown at an elevation of 36 feet (11.1 m) from a cylindrical mast, with a port hand **daybeacon**, on the west side of the island.

32 **Couchiching Point port hand light buoy (1373)** marked *SC15*, moored at the northern extremity of shoal water extending off Couchiching Point, marks the south side of an alternate route towards Orillia.

33 **Chiefs Island** is a large island and First Nations Reserve about 4.8 kilometres (3 miles) north of Orillia. The south shoreline is shallow and weedy, with shoals and weed patches extending up to 0.8 kilometre (0.5 mile) south of the island.

34 The southern extremity of this shoal area is marked by a **buoy**.

35 **Foul ground** lies between Chiefs Island and **Ship Island**, about 0.5 kilometre (0.3 mile) to the north. **Anchorage** may be found in about 8 feet (2.4 m) of water, mud bottom, in the bay on the north side of Chiefs Island. Another **anchorage** may be found in 4 to 6 feet (1.2 to 1.8 m), mud bottom, in a smaller bay on the NE side.

36 **Historical note.** — Chiefs Island is the site of the graves of the early Ojibwa chiefs of the Rama First Nation. This is sacred ground and visitors are not permitted to land on the island.

37 A route from Orillia passes west of Chiefs Island along the west side of the lake and joins the main route north of Geneva Park. The part of the route west of Chiefs Island is **buoyed**.

38 **Caution.** — *Chiefs Island* port hand **light buoy** (1373.3), marked SC5, marks the outer end of shoal water extending SW from the south end of the island.

39 **Horseshoe Island** lies about 0.3 kilometre (0.2 mile) east of Chiefs Island.

40 **Mariposa Beach**, a small community, is on the east shore of the lake east of Horseshoe Island.

41 *Ojibway Bay Marina*, open all year at Mariposa Beach, has depths of 2 to 4 feet (0.6 to 1.2 m) and offers dockage with power and water, pump out, concrete **ramp**, repairs can be arranged, hydraulic trailer, toilets and showers, laundromat, some marine supplies, picnic area and gasoline.

42 **Geneva Park** is a small community on a prominent point of land in the central area of the lake on the east shore, about 1.6 kilometres (1 mile) north of Horseshoe Island.

43 *Quarry Bay* starboard bifurcation **light buoy** (1373.5), marked SC, is moored about 1.6 kilometres (1 mile) north of Geneva Park. This buoy marks the junction of the main route with the route west of Chiefs Island to Orillia, which was previously described.

44 From this junction it is about 6.4 kilometres (4 miles) to the north end of the lake and the entrance to the Trent Canal. The channel leading to the canal is narrow but well marked with **buoys** and leading **lights**.


45 *Washago Outer light buoy* (1374), marked S283, marks the east side of the outer part of the above-mentioned channel.


WASHAGO (1988)



COUCHICHING LOCK (LOCK 42) (1988)




 46 *Washago range lights (1375, 1375.1)* mark the centre line of the channel leading into the Trent Canal and both of the lights have white **daymarks** with a red vertical stripe. The front light is shown at an elevation of 3 m (10 feet) from a mast. The rear light is shown from a cylindrical mast.


 47 At **Floral Park**, about 4.8 kilometres (3 miles) NNE of Geneva Park, there is a Public **wharf** 2.5 feet (0.8 m) in elevation, 75 feet (22.9 m) long and 14 feet (4.3 m) wide with depths of 2 to 5 feet (0.6 to 1.5 m) along the outer end and north side.


48 **Washago** is a small community at the north end of Lake Couchiching.

49 Washago has churches, clinic with doctor and dentist, post office, liquor store, laundromat, restaurants, hotel and stores.


 50 The Public **wharf** at Washago is 72 feet (21.9 m) long with a 20-foot (6.1-m) outer section and an elevation of 2 feet (0.6 m). There are depths of 2 to 7 feet (0.6 to 2.1 m). There is also a launching **ramp** here.

51 There is a **conspicuous** radio tower, 282 feet (85.9 m) in elevation, about 0.5 kilometre (0.3 mile) ESE of the rear light of the Washago range lights.

 52 *McGregor on the Water*, open all year close west of the canal entrance, has depths of 3 to 5 feet (0.9 to 1.5 m) and offers dockage with power and water, pump out, concrete **ramp** (not for public use), hydraulic trailer, repairs, marine supplies, new and used boat sales, sales and service of all types of motors, picnic area, showers, snack bar, ice, gasoline and diesel fuel.

 53 **Caution.** — A highway **bridge** with a vertical clearance of 22 feet (6.7 m) and an **overhead power cable** with a vertical clearance of 57 feet (17.4 m) cross the canal about 500 m (0.3 mile) NW of the Washago range lights. Two **overhead cables** with a minimum vertical clearance of 52 feet (15.8 m) and a railway swing **bridge**, with a vertical clearance of 14 feet (4.3 m) when closed, cross the canal about 1.3 kilometres (0.8 mile) farther NNW.

54 **Couchiching lock** (lock 42) is in the Trent Canal about 3.2 kilometres (2 miles) from the Washago range **lights**. It has a lift of 21 feet (6.4 m). Traffic signal **lights** are shown from each end of the lock; for details *see* Chapter 1. For a view of this lock *see* the photograph. There is a general store and snack bar near this lock.

 55 **Caution.** — A highway **bridge** with a vertical clearance of 31 feet (9.4 m) and an **overhead power**

cable with a vertical clearance of 33 feet (10.1 m) cross the canal at lock 42.


56 Immediately below Couchiching lock the canal joins the Severn River where the main route proceeds west. If desired, the Severn River can be navigated east for about 2.7 kilometres (1.7 miles). There is sufficient depth of water and the lowest vertical **overhead** clearance is 9 feet (2.7 m) at a fixed highway **bridge**.


Couchiching lock to Big Chute


Chart 2029-1



57 From Couchiching lock (lock 42) the main route of the waterway follows the **Severn River** and Sparrow Lake to Big Chute, a distance of about 36.8 kilometres (23 miles). Between Couchiching lock and Big Chute there is one lock at Swift Rapids. The channel is well marked by **buoys** and **daybeacons**.


58 The route leads west, then north, from Couchiching lock to Sparrow Lake, a distance of 6.4 kilometres (4 miles).


 59 **Caution.** — A **submerged power cable**, a **submerged gas pipeline**, and a **submerged telephone cable** are laid across the canal between Kilometre 338.5 and 339 (Mile 211.6 to 211.9), respectively. Boaters are cautioned not to anchor in these areas.

 60 *Shamrock Bay Resort*, located on the north shore near Kilometre 338.5 (Mile 211.6), is a cottage rental property with a launch **ramp** available.

 61 There is a Public **wharf** and a **ramp** at **Hamlet** near Kilometre 342.5 (Mile 214) as shown on the chart. The wharf is 2 feet (0.6 m) in elevation and 50 feet (15.2 m) long with depths of 5 feet (1.5 m).


  62 A fixed red **light** (*not shown on the chart*) is shown at an elevation of 16 feet (4.9 m) from each side of the swing **bridge** near Kilometre 342.5 (Mile 214). This bridge has a vertical clearance of 8 feet (2.4 m) when closed.

 63 **Caution.** — An **overhead power cable** with a vertical clearance of 50 feet (15.2 m) crosses the canal near Kilometre 343 (Mile 214.4). A submerged crib with 7 feet (2.1 m) of water over it lies in mid-channel about 200 feet (61 m) downstream of the overhead cable.


 64 *Forest Glen Resort*, a cottage resort close upstream of the swing bridge at Hamlet, has depths of 5 feet (1.5 m) and offers dockage with power and water, concrete **ramp**, canoe and boat rentals, picnic area, camping, showers, snack bar, some groceries, naphtha, bait, tackle, ice and gasoline. The store and gas pump are open all year.


65 *Lauderdale Point Marina & Resort*, at **Lauderdale Point** where the Severn River and Trent Canal enter Sparrow


Lake, has depths of 4 to 6 feet (1.2 to 1.8 m) and offers dockage with power and water, pump out, concrete **ramp**, repairs and salvage work, marine supplies, boat rentals, boat sales, toilets and showers, laundry, snack bar, groceries, bait, tackle, ice, gasoline and diesel fuel. They also have cabin and trailer rentals.

 66 *Monahan Point* port hand **buoy** S237, in the southern part of Sparrow Lake, marks the outer end of shoal water on the east side of the canal entrance.


67 *Channel Island* port hand **buoy** S231, in the northern part of the lake, marks the entrance to the narrow channel leading around **Grandview Point** between **Channel Island** and on towards **McLean Bay**.


 68 **Caution.** — **Submerged power cables** are laid east and north of Grandview Point as shown on the chart. Boaters are cautioned to avoid anchoring or fishing near these cables.


 69 **Sparrow Lake** is 4.8 kilometres (3 miles) long and 2.1 kilometres (1.3 miles) wide. The south portion of the lake provides good cruising, but the north area contains islands and shoals while the west entrance to the lake has weeds and rocks.


 70 **Port Stanton**, a small community, is at the SW end of Sparrow Lake. The Public **wharf** here is 2 feet (0.6 m) in elevation, 95 feet (29 m) long and 13 feet (4 m) wide with depths of 4 to 7 feet (1.2 to 2.1 m). There is also a 35-foot (10.7-m) long wing section.

71 Port Stanton has a church, a general store, restaurant and laundromat.

 72 *Stanton Bros. General Supplies*, at the Port Stanton Public wharf, offers dockage with power, a snack bar, pay phone, groceries, bait, tackle, ice and gasoline.

 73 **Caution.** — Boaters are cautioned not to anchor in the unnamed small bays west and north of Port Stanton; **submerged cables** cross both bays. A **submerged sewage outfall pipe** runs from the south shore of the bay west of Port Stanton to deep water in the middle of the entrance to this bay.

 74 **Franklin** (*a local name*), a Public **wharf** — $44^{\circ}50'N, 79^{\circ}22.9'W$ —, is located at the north end of Sparrow Lake. It is T-shaped, 165 feet (50.3 m) long and 16 feet (4.9 m) wide at the outer face, with depths of 1 to 2 feet (0.3 to 0.6 m) alongside the outer face. An open shelter is located on the outer end of the wharf. There is a telephone here. There is also a sandy beach, the area close east of the dock being used as a launching **ramp**.


 75 *Grandview Lakeside Community Club*, an American Plan resort on the NW shore of Sparrow Lake close south of Grandview Point, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers a **ramp**, canoe and boat rentals, laundromat and dining room. Most facilities are for guests of the club.



SWIFT RAPIDS LOCK (LOCK 43) (2015)





76 *Sopher's Landing Marina and Cottage Rentals*, on the north side of McLean Bay, has depths of 2 to 3 feet (0.6 to 0.9 m) and offers dockage with power, **ramp**, motor and hull repairs, boat rentals, marine supplies, water taxi and gasoline.


77 **Deep Bay** is a small bay connected to Sparrow Lake near its north end.


 78 **Caution.** — There are **submarine cables** crossing the route at Kilometres 348.6 and 351.3 (Miles 217.8 and 219.6).


  79 **Morrison Landing**, a small community, is on the north side of the Severn River downstream of Kilometre 354 (Mile 221.6). The Public **wharf** here is 1.5 feet (0.5 m) in elevation and 50 feet (15.2 m) long, parallel to shore, with depths of 4 to 5 feet (1.2 to 1.5 m). A **submarine cable** crosses the route at Kilometre 354.4 (Mile 221.5).

 80 *Lantern Bay Resort*, at Morrison Landing, has depths of 3 to 6 feet (0.9 to 1.8 m) and offers dockage, propane and shallow gravel **ramp** (municipal). A contracting barge service is also based here.

 81 **McDonald's Cut**, at Kilometre 356 (Mile 222.5), is a narrow passage 500 m (0.3 mile) long. Rocks awash lie on both sides of the route in this area.

 82 **Caution.** — There are **submarine cables** crossing the route at Kilometres 355.7 and 357.5 (Miles 222.3 and 223.4). The railroad **bridge** at **Hydro Glen** at Kilometre 358 (Mile 223.75) has a vertical clearance of 34 feet (10.4 m). The **overhead cable** close east of the bridge has a vertical clearance of 33 feet (10.1 m).

 83 **Caution.** — Boaters are cautioned to avoid the rocks awash on the south side of the channel close east and west of the Hydro Glen bridge.


 84 **Swift Rapids lock** (lock 43) is near Kilometre 361 (Mile 225.6). The lock has a lift of 47 feet (14.3 m) and lock traffic in both directions is controlled by traffic **lights**. For a view of this lock *see* the photograph. A hydroelectric power plant is located at **Swift Rapids**.

 85 A **footbridge** crossing the route close NW of the lock has a vertical clearance of 32 feet (9.8 m).


86 **Historical note.** — When the *Trent-Severn Waterway* was first opened to through traffic in 1920, vessels were transported past the dam at Swift Rapids by a marine railway which had been built in 1917 as a temporary cost-saving measure. This marine railway was replaced in 1965 by the new lock structure, which incorporated all the most modern techniques of hydraulic engineering in its design.

SEVERN FALLS (1988)




 87 **Caution.** — **Submerged** power and telephone **cables** cross the route near Kilometres 358.6, 362.3 and 364.1 (Miles 224.1, 226.4 and 227.5).

88 **Severn Falls** is on the south shore near Kilometre 367 (Mile 227.7) about 5.6 kilometres (3.5 miles) downstream of Swift Rapids.

 89 There is a Public **wharf** at Kilometre 366.5 (Mile 229.4). The wharf is floating, 1 foot (0.3 m) high, 10 feet (3 m) wide and 187 feet (57 m) long with depths of 20 feet (6.1 m) at the outer end, reducing to 5 feet (1.5 m) near shore.


90 Severn Falls has a church, motel, store and a licensed restaurant.


 91 *Tamarack Park and Marina*, near Kilometre 366 (Mile 228.75), has depths of 3 to 14 feet (0.9 to 4.3 m) and offers dockage with power and water, pump out, **ramp**, boat rental, toilets and showers.


92 *The River Emporium*, open year round, is a grocery, deli and hardware store and also offers fishing tackle, bait, snack bar, naphtha and ice. They are an *LCBO* agency store.


93 *Severn Falls Marina & Metal Works*, open year round, has depths of 3 to 10 feet (0.9 to 3 m) and offers some dockage with power, propane, garbage disposal, groceries, ice,


snack bar, restaurant, licensed dining room, marine supplies, bait, tackle, water taxi, picnic area and gasoline.

 94 The 7.2-kilometre (4.5-mile) section of the Severn River from Severn Falls to Big Chute trends NW and west along wooded shores. The channel is narrow in places but most underwater **dangers** are well marked and should present little difficulty to the prudent boater.

 95 **Caution.** — The railway **bridge** at Kilometre 367 (Mile 229.4) has a vertical clearance of 34 feet (10.4 m). The **overhead cables** near the bridge have a vertical clearance of 43 feet (13.1 m).

 96 **Caution.** — A **submerged cable** crosses the route at Kilometre 370 (Mile 231.3). A **submerged cable** lies parallel to the usually followed route near Kilometre 372.5 (Mile 232.8). A **submerged cable** crosses the route at Kilometre 372.5 (Mile 232.8).

 97 **Caution.** — An **overhead power cable** with a vertical clearance of 50 feet (15.2 m) crosses the river at the narrow cut near Kilometre 373.3 (Mile 233.3).

 98 **Tea Lake** connects to the Severn River by a shallow channel with rocks awash, close upstream of Big Chute near Kilometre 374 (Mile 233.75). A highway **bridge**, with a clearance of 8 feet (2.4 m) crosses the river at the entrance to Tea Lake. An **overhead cable**, with a vertical

BIG CHUTE MARINE RAILWAY (LOCK 44) (2015)



clearance of 16 feet (4.9 m), crosses the shallow channel close south of the highway bridge.

99 **Big Chute**, at Kilometre 374 (Mile 232.5), is the location of two marine railways, only one of which still operates, where craft are lowered or raised by 58 feet (17.7 m).

100 Originally built as a cost-cutting expedient, a marine railway has operated here since 1917, but could carry only one boat at a time.


101 The new marine railway (lock 44) has greatly reduced the earlier delays due to heavy traffic volume on holiday weekends for it can transport up to nine smaller vessels at once, these smaller craft being supported on the carriage three abreast in individual adjustable slings. For a view of this lock see the photograph.


102 The carriage is 80 feet (24.4 m) long and runs on four parallel rails, so arranged that the carriage is virtually horizontal, but reaching a designed slight “beaching” angle at each end of the railway to facilitate the docking and undocking of boats. The carriage is pulled by four steel wire ropes powered by four electric motors.


103 The new marine railway was opened in 1978 and can carry a boat up to 90 tonnes in weight or 100 feet (30.5 m) in length, 24 feet (7.3 m) wide and up to 6 feet (1.8 m) draught

as compared with the 18-tonne capacity of the original marine railway, which is no longer operational.

104 The *Parks Canada* building beside the new marine railway has a display area which tells something of the history of Big Chute and the *Trent-Severn Waterway* system. This display area is operated by *TrentSevern.com*, a non-profit organization.

 105 At the upper side of Big Chute the Public **wharf** is floating and 101 feet (30.8 m) long with depths of 15 feet (4.6 m). The Public **wharf** on the lower side of Big Chute is also floating, 100 feet (30.5 m) long, with depths of 5 to 7 feet (1.5 to 2.1 m).

 106 **Caution.** — As shown on the chart, there is a crib attached to the NW wall of the power station water intake on the upper side of Big Chute. This crib is submerged about 3 feet (0.9 m) and extends 50 feet (15.2 m) NE from the visible wall. Boaters should exercise extreme caution in this area.

 107 **Big Chute Marina**, close north of Big Chute, has depths of 5 to 10 feet (1.5 to 3 m) and offers dockage with power and water, pump out, **ramp**, repairs and salvage work, 35-foot (10.7-m) hydraulic trailer, boat and motor sales and service, groceries and ice, marine supplies, canoe and boat rentals, water taxi service, pay phone,

picnic area, restaurant and licensed dining room, naphtha, bait, tackle, propane and gasoline. *Big Chute Marina* is an authorized dealer of *Canadian Hydrographic Service* charts and publications.








 108 **Caution.** — Five **overhead** power **cables** with a minimum vertical clearance of 53 feet (16.2 m) cross the channel immediately south of Big Chute.


Chart 2029-2

  109 **Caution.** — The channel below Big Chute is winding and the considerable discharge from the power generating station forms a cross **current** below the marine railway, particularly when the flow is greater than normal. Boaters not familiar with the channel should proceed with caution. Those going downstream for the first time should ask for directions from the operators of the marine railway.

 110 **Caution.** — **Submerged cables** cross the route in the north and south approaches to Little Chute near Kilometre 375.5 and 376 (Mile 234.7 and 235).


  111 **Little Chute**, about 1.6 kilometres (1 mile) below the marine railway, is very narrow and has a strong **current** which varies with the discharge from Big Chute. Part of Little Chute is only 50 feet (15.2 m) wide and was dredged to a depth of 6 feet (1.8 m).


 112 **Caution.** — Boat operators are advised to exercise caution when entering the narrows or approaching oncoming traffic.

 113 **Caution.** — **The posted speed limit must be strictly observed through this narrow winding channel, which means that boats moving downstream, travelling with the current, are at a disadvantage. For this reason boaters travelling upstream should, as a courtesy, give priority to other boaters.**


Big Chute to Port Severn

114 The route leads south from the marine railway at Big Chute to the entrance into Georgian Bay at Port Severn, a distance of approximately 13 kilometres (8 miles). It passes through Gloucester Pool and Little Lake. The channel is well marked with **buoys** and **daybeacons**. The final lock in the waterway is located at Port Severn.


 115 Just east of **Gloucester Passage** on the north shore is a *Ministry of Natural Resources and Forestry* **wharf** 25 feet (7.6 m) long with depths of 2 to 6 feet (0.6 to 1.8 m) and a small picnic area.

 116 **Gloucester Pool** is a little over 1.6 kilometres (1 mile) SW of Big Chute. It is approximately 8 kilometres (5 miles) long and 2.1 kilometres (1.3 miles) wide. It contains numerous islands and shoals, however, it


has good water for cruising, particularly in the north and west parts.

 117 **Caution.** — Numerous **submerged** power and telephone **cables** cross the charted routes and join the islands of Gloucester Pool. Mariners should refer to the chart and exercise caution before anchoring or fishing in this area.


118 **Whites Bay** is a small bay at the north end of the pool on the west side.


 119 A **light**, privately maintained, is shown from a lighthouse type of structure on a private dock at the east entrance point to Whites Bay ($44^{\circ}52.3'N$, $79^{\circ}42.9'W$).


120 *Severn Lodge*, a resort lodge at the north end of Gloucester Pool about 0.32 kilometre (0.2 mile) west of **O'Hara Point**, has depths of 6 to 8 feet (1.8 to 2.4 m) and offers motel accommodation, snack bar, licensed dining room, bait, tackle and ice. Dockage is available for lunch and dinner guests.


 121 *White's Falls Marina & Construction*, on the east shore of Whites Bay, has depths of 4 to 10 feet (1.2 to 3 m) and offers dockage with power and water, pump out, **ramp**, motor and hull repairs, 40-foot (12.2-m) hydraulic trailer, some marine supplies, boat rentals, toilets and showers, ice, bait, tackle, water taxi, pay phone, picnic area and gasoline. This marina also has a barge and is a general contractor for construction, dredging and excavation work.


122 *Whitestone Lodge*, a resort lodge also on the east shore of Whites Bay, is private and offers no facilities for passing boaters.

 123 **Little Go Home Bay** is a long narrow body of water about 4 kilometres (2.5 miles) in length, lying NW from the west side of Gloucester Pool. A **submarine cable** extends at the head of the bay.

 124 *Little Go Home Bay Dockers*, a **marina** on the SW side of Little Go Home Bay, has depths of 3 to 4 feet (0.9 to 1.2 m) is now a private marine landing.

 125 The main route and the other routes in Gloucester Pool are shown on the chart. The main channel leading to Little Lake from Gloucester Pool is narrow and winding. Boaters without local knowledge should keep to the **buoyed** channel in this area. **The Narrows** leads into the east end of Little Lake.

 126 **Caution.** — A **submerged cable** crosses the channel between **Treasure Island** and **Dog Point** near Kilometre 382 (Mile 238.8). **Submerged** power and telephone **cables** cross the route at the eastern approaches to The Narrows between Kilometres 383.5 and 384 (Miles 239.7 and 240).


 127 *Gloucester Pool Resort Marina*, at the east end of The Narrows, has depths of 3 to 4 feet (0.9 to 1.2 m) and offers dockage with power and water, pump out,

PORT SEVERN FROM SW (1988)



ramp, repairs, marine supplies, boat and motor sales and service, water taxi service, propane, tackle, ice and gasoline.


128 **Little Lake** is about 4 kilometres (2.5 miles) long and 1.1 kilometres (0.7 mile) wide, lying between Gloucester Pool and Georgian Bay. There are numerous islands, rocks and **shoals** in the lake, except for a small area in the central region. The **buoyed** channel favours the east side of the lake, leading into Port Severn and the entrance to Georgian Bay.

 129 **Caution.** — A **submerged cable** crosses the route between **Calf Island** and **Uncle Henry Island** near Kilometre 386 (Mile 241.3). **Submerged cables** cross between **Beechwood Island** and **Gouette Island** and between Gouette Island and **Aitken Island**

Port Severn


130 **Port Severn** is a community built on both sides of the mouth of the Severn River where it enters Georgian Bay. There is a dam across the river here with a lock allowing passage to the waters of Georgian Bay.


131 **Port Severn lock** (lock 45) has a lift of 12 feet (3.7 m). For a view of this lock *see* the photograph.


 132 **Caution.** — **Overhead power cables** with vertical clearances of 39 and 58 feet (10.9 and 17.7 m)

cross the canal at lock 45. The swing **bridge** has a vertical clearance of 16 feet (4.9 m) when closed.

133 The *Parks Canada* building beside the lock has a display area which tells something of the history of the *Trent-Severn Waterway* system. This display area is operated by *TrentSevern.com*, a non-profit organization.

 134 The Public **wharf** is located NW of the lock and is 2 feet (0.6 m) high, 100 feet (30.5 m) long and 10 feet (3 m) wide with depths of 5 to 9 feet (1.5 to 2.7 m).

 135 Another Public **wharf** is located SW of the lock. This wharf is 90 feet (27.4 m) long with an elevation of 2 feet (0.6 m). There are depths of 6 to 11 feet (0.6 to 3.4 m) around this wharf.

 136 **Caution.** — **Submerged boulders** lie to the west of the public wharf located to the SW of the lock and extend out from shore parallel to it, making the inner side of the wharf difficult to approach.

137 The above-mentioned Public wharves are administered by *Parks Canada*. Fees are charged for dockage.

138 Port Severn has churches, motels, hotel, liquor and beer store, post office, a few stores, restaurants and service stations. The nearest doctor and dentist are in Coldwater, about 13 kilometres (8 miles) away, and the nearest hospital and veterinarian are at Midland.

PORT SEVERN LOCK (LOCK 45) (2015)



139 There are five **marinas** upstream of the lock at Port Severn and another one downstream of the lock:

140 *Starport Severn (Upper)*, 0.64 kilometre (0.4 mile) NE of the lock, has depths of 4 to 9 feet (1.2 to 2.7 m) and offers dockage with power and water, pump out, repairs and salvage work, 25-tonne hoist, boat and motor sales and service, marine supplies, picnic area, showers, snack bar, groceries, naphtha, ice, gasoline and diesel fuel.

141 *Rawley Resort Spa and Marina*, located just outside Lock 45, has dockage with power and water, **ramp**, toilets and showers, groceries, ice, restaurant and licensed dining room and wireless Internet. The marina monitors VHF Channel 68.

142 *Bush's Marina*, close NE of the lock at Port Severn, has depths of 5 to 13 feet (1.5 to 4 m) and offers dockage with power outlets, **ramp**, engine repairs, toilets, ice, snack bar, restaurant, licensed dining room and picnic area. *The Grill by the Dam* is located here.

143 *Severn Marina*, 0.3 kilometre (0.2 mile) west of the lock, has depths of 3 feet (0.9 m) and offers dockage.

144 *Driftwood Cove Marine Resort*, 0.6 kilometre (0.4 mile) west of the lock, has depths of 3 to 6 feet (0.9 to 1.8 m) and offers dockage with power and water, pump out, **ramp**, some marine supplies, showers, laundromat, ice, snack bar, restaurant and licensed dining room, bait and picnic area.

The channel to this marina is marked and the marina reports monitoring VHF Channels 16 and 68.

145 *Starport Severn (Lower)*, 300 m (0.2 mile) downstream of the lock, has depths of 4 to 9 feet (1.2 to 2.7 m) and offers dockage with power and water, pump out, **ramp**, motor and hull repairs, 25-tonne hoist, toilets and showers, ice, marine supplies, picnic area, wireless Internet, gasoline and propane. This marina monitors VHF Channel 68.



146 **Current.** — Between Port Severn lock and the highway swing **bridge** to the south, the current is normally about 2 knots but is stronger in the spring and after heavy rains.



147 **Caution.** — For purposes of **buoyage**, proceeding along the small craft route from Port Severn to Parry Sound is considered to be proceeding upstream. Therefore, when continuing on this route from Port Severn lock the boater will find that the buoyage system has been reversed.

148 **Note.** — For details of the small-craft routes and facilities in Georgian Bay from Warton in the west and along the inshore route to Parry Sound and Killarney in the north, see *Sailing Directions* booklet CEN 306 — *Georgian Bay*.

Sail Plan

Adapted from Transport Canada Publication TP 511E.

Fill out a sail plan for every boating trip you take and file it with a responsible person. Upon arrival at your destination, be sure to close (or deactivate) the sail plan. Forgetting to do so can result in an unwarranted search for you.

Sail Plan

Owner Information

Name: _____
 Address: _____
 Telephone Number: _____ Emergency Contact Number: _____

Boat Information

Boat Name: _____ Licence or
 Registration Number: _____
 Sail: _____ Power: _____ Length: _____ Type: _____
 Colour _____ Hull: _____ Deck: _____ Cabin: _____
 Engine Type: _____ Distinguishing Features: _____

Communications

Radio Channels Monitored: HF: VHF: MF:
 MMSI (Maritime Mobile Service Identity) Number: _____
 Satellite or Cellular Telephone Number: _____

Safety Equipment on Board

Lifejackets and PFD's (include number): _____
 Liferafts (include type and colour): _____ Dinghy or Small Boat
 (include colour): _____
 Flares (include number and type): _____
 Other Safety Equipment: _____

Trip Details — Update These Details Every Trip

Date of Departure: _____ Time of Departure: _____
 Leaving From: _____ Heading To: _____
 Proposed Route: _____ Estimated Date and
 Stopover Points (include date and time): _____ Time of Arrival: _____
 _____ Number of People on Board: _____

Search and Rescue Telephone Number: _____

The responsible person should contact the nearest Joint Rescue Coordination Centre (JRCC) or Maritime Rescue Sub-Centre (MRSC) if the vessel becomes overdue.

Act smart and call early in case of emergency. The sooner you call, the sooner help will arrive.

JRCC Victoria (British Columbia and Yukon) 1-800-567-5111

+1-250-413-8933 (Satellite, Local or out of area)

727 (Cellular)

+1-250-413-8932 (fax)

jrccvictoria@sarnet.dnd.ca (Email)

JRCC Trenton (Great Lakes and Arctic) 1-800-267-7270

+1-613-965-3870 (Satellite, Local or Out of Area)

+1-613-965-7279 (fax)

jrcctrenton@sarnet.dnd.ca (Email)

MRSC Québec (Quebec Region) 1-800-463-4393

+1-418-648-3599 (Satellite, Local or out of area)

+1-418-648-3614 (fax)

mrscqbc@dfo-mpo.gc.ca (Email)

JRCC Halifax (Maritimes Region) 1-800-565-1582

+1-902-427-8200 (Satellite, Local or out of area)

+1-902-427-2114 (fax)

jrcchalifax@sarnet.dnd.ca (Email)

MRSC St. John's (Newfoundland and Labrador Region) 1-800-563-2444

+1-709-772-5151 (Satellite, Local or out of area)

+1-709-772-2224 (fax)

mrscsj@sarnet.dnd.ca (Email)

MCTS Sail Plan Service

Marine Communications and Traffic Services Centres provide a sail plan processing and alerting service. Mariners are encouraged to file Sail Plans with a responsible person. In circumstances where this is not possible, Sail Plans may be filed with any MCTS Centre by telephone or marine radio only. Should a vessel on a Sail Plan fail to arrive at its destination as expected, procedures will be initiated which may escalate to a full search and rescue effort. Participation in this program is voluntary. *See Canadian Radio Aids to Marine Navigation.*

Meteorological Data for
PETERBOROUGH, ONTARIO — 44°14'00.0"N, 78°22'00"W
(1971 – 2000)

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
Temperature														
Daily Maximum Temperature	°C	-3.2	-1.4	3.7	11.7	18.6	23.6	26.4	25.2	20.6	13.4	6.4	0.2	12.1
Daily Minimum Temperature	°C	-13.7	-12.5	-7.3	0.1	5.6	10.4	12.8	11.4	7.2	1.5	-2.6	-8.9	0.3
Daily Mean Temperature	°C	-8.5	-7.0	-1.8	5.9	12.1	17.0	19.6	18.3	13.9	7.5	1.9	-4.4	6.2
Extreme Maximum Temperature	°C	12.2	12.5	24.3	29.7	32.5	34.4	36.1	36.2	33.9	28.9	22.8	19.2	
Extreme Minimum Temperature	°C	-37.9	-37.8	-31.4	-15.0	-7.7	-0.7	3.5	0.0	-6.3	-9.4	-19.2	-33.9	
Precipitation														
Rainfall	mm	24.5	24.7	30.8	60.5	81.4	79.9	70.6	77.0	84.5	75.2	71.7	31.8	712.5
Snowfall	cm	40.0	29.2	24.6	6.7	0.0	0.0	0.0	0.0	0.0	1.4	15.2	34.0	151.2
Total Precipitation	mm	57.4	51.5	56.1	68.6	81.5	79.9	70.6	77.0	85.3	76.9	86.4	64.2	855.3
Greatest Rainfall in 24 hours	mm	43.2	35.4	59.8	46.7	50.6	56.6	83.8	70.0	52.8	42.6	55.6	37.2	
Greatest Snowfall in 24 hours	cm	20.7	33.2	22.4	16.8	1.5	0.0	0.0	0.0	0.0	10.4	17.0	33.2	
Greatest Precipitation in 24 hours	mm	43.2	35.4	61.3	46.7	50.6	56.6	83.8	70.0	52.8	42.6	55.6	41.0	
Days with Maximum Temperature														
	<=0°C	20.2	15.9	8.3	0.62	0	0	0	0	0	0	3.2	14.4	62.5
	>0°C	10.8	12.4	22.7	29.4	31	30	31	31	30	31	26.8	16.6	302.7
	>10°C	0.28	0.27	4.8	17.7	29.5	30	31	31	29.7	22.6	7.8	1.4	206.1
	>20°C	0	0	0.46	2.8	11.7	24	30	28.8	16.2	3.1	0.04	0	117.2
	>30°C	0	0	0	0	0.31	2	3.9	2.3	0.42	0	0	0	8.9
	>35°C	0	0	0	0	0	0	0.19	0.19	0	0	0	0	0.38
Days with Minimum Temperature														
	>0°C	1.1	1.4	3.2	14.4	27.6	30	31	31	27.7	17.3	8.2	2.2	195
	<=2°C	30.8	28	29.9	21	8.1	0.54	0	0.12	5.4	18.5	25.2	30.3	197.8
	<=0°C	29.9	26.8	27.8	15.7	3.4	0.04	0	0	2.4	13.7	21.8	28.8	170.2
	<-2°C	27.6	24.9	23.3	9.4	0.46	0	0	0	0.65	7.1	15.4	25	133.9
	<-10°C	19.4	17	9.2	0.35	0	0	0	0	0	0	2.2	12.4	60.6
	<-20°C	7.6	5.5	1.6	0	0	0	0	0	0	0	0	2.4	17.1
	<-30°C	0.92	0.35	0.08	0	0	0	0	0	0	0	0	0.04	1.4
Days with Rainfall														
	>=0.2 mm	4.9	4.9	7.5	11.4	12.6	11.5	10.2	11.7	12.5	14.3	12	6.7	120
Days with Snowfall														
	>=0.2 cm	14.6	11.7	7.9	3.2	0.08	0	0	0	0	0.64	6	11.4	55.5
Days with Precipitation														
	>=0.2 mm	16.3	13.6	13	12.9	12.7	11.5	10.2	11.7	12.5	14.5	16	15.4	160.3
Wind														
Maximum Hourly Speed (km/h)		64	69	58	70	52	52	42	46	52	56	63	63	
Maximum Gust Speed (km/h)		100	87	117	101	109	104	98	133	89	89	100	104	
Direction of Maximum Gust		CALM	W	W	SW	S	W	NW	SW	W	W	SW	SW	CALM
Most Frequent Direction		W	W	W	W	W	W	W	W	W	W	W	W	W

Source : Environment and Climate Change Canada.
http://climate.weather.gc.ca/climate_normals/index_e.html

Meteorological Data for
MUSKOKA, ONTARIO — 44°58'00.0"N, 79°18'00"W
 (1971 – 2000)

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
Temperature														
Daily Maximum Temperature	°C	-4.8	-2.5	2.6	10.6	17.8	22.5	24.8	23.8	19.3	12.2	4.9	-1.3	10.8
Daily Minimum Temperature	°C	-15.8	-14.3	-8.8	-1.0	5.0	9.9	12.6	11.8	7.5	1.9	-3.2	-10.4	-0.4
Daily Mean Temperature	°C	-10.3	-8.4	-3.1	4.8	11.4	16.2	18.7	17.8	13.4	7.1	0.8	-5.9	5.2
Extreme Maximum Temperature	°C	13.9	12.0	25.6	30.2	31.7	35.0	33.9	35.0	34.4	27.8	24.4	18.8	
Extreme Minimum Temperature	°C	-40.0	-41.5	-34.3	-21.1	-7.8	-2.2	1.7	-1.1	-5.0	-11.1	-23.3	-41.1	
Precipitation														
Rainfall	mm	26.5	19.7	38.0	61.8	101.8	85.5	93.7	82.2	111.9	100.4	81.2	29.7	832.2
Snowfall	cm	87.2	57.6	40.6	15.5	0.7	0.0	0.0	0.0	0.0	5.2	40.3	91.1	338.1
Total Precipitation	mm	93.0	64.7	73.3	76.6	102.4	85.5	93.7	82.2	111.9	105.2	116.2	100.4	1105.1
Greatest Rainfall in 24 hours	mm	32.0	46.0	42.2	63.6	48.6	115.1	135.8	60.4	64.4	84.3	41.4	49.3	
Greatest Snowfall in 24 hours	cm	42.6	53.3	34.4	24.4	11.7	0.0	0.0	0.4	22.6	39.2	68.2		
Greatest Precipitation in 24 hours	mm	35.1	49.8	44.0	63.6	48.6	115.1	135.8	60.4	64.4	84.3	42.8	66.0	
Days with Maximum Temperature														
	<=0°C	23.9	18.1	10.5	0.96	0	0	0	0	0	0.08	5.5	17.7	76.7
	>0°C	7.1	10.2	20.5	29	31	30	31	31	30	30.9	24.5	13.3	288.6
	>10°C	0.10	0.33	3.4	15.6	28.1	29.9	31	31	29.2	19.9	5.8	0.76	195.2
	>20°C	0	0	0.13	3	10.6	20.7	28.4	26.3	13.3	2.3	0	0	104.8
	>30°C	0	0	0	0.04	0	1.2	2	1.2	0.30	0	0	0	4.7
	>35°C	0	0	0	0	0	0	0	0	0	0	0	0	0
Days with Minimum Temperature														
	>0°C	0.90	1.3	2.7	11.7	26.1	29.8	31	30.9	27.8	19	7.8	1.7	190.6
	<=2°C	30.9	28	29.8	22.5	8.8	1	0	0.21	4.5	17.2	25.8	30.3	199
	<=0°C	30.1	27	28.3	18.4	4.9	0.18	0	0.08	2.2	12	22.2	29.3	174.7
	<-2°C	29	25.7	24.3	12.7	1.8	0	0	0	0.43	5.6	16.1	26	141.5
	<-10°C	21.4	18.7	11.8	1.2	0	0	0	0	0	0	3.3	14.8	71.2
	<-20°C	10.7	8.2	2.9	0	0	0	0	0	0	0	0.21	4.6	26.6
	<-30°C	2.3	0.75	0.13	0	0	0	0	0	0	0	0	0.48	3.7
Days with Rainfall														
	>=0.2 mm	4.7	4.1	6.7	10.8	14.3	12.8	11.7	12.7	14	15.2	12	6.5	125.4
Days with Snowfall														
	>=0.2 cm	18.8	14.5	10.4	5	0.25	0	0	0	0.04	1.8	9.2	17.2	77.1
Days with Precipitation														
	>=0.2 mm	20.4	15.9	14.4	13.9	14.4	12.8	11.7	12.7	14	16.2	18.5	20.5	185.4
Wind														
Maximum Hourly Speed (km/h)		65	66	64	56	50	56	50	42	46	64	59	60	
Maximum Gust Speed (km/h)		96	101	114	105	82	95	67	121	82	126	98	103	
Direction of Maximum Gust		E	W	W	S	SW	W	S	S	W	W	W	W	E
Most Frequent Direction		W	W	W	W	W	W	W	W	W	W	W	W	W

Source : Environment and Climate Change Canada.
http://climate.weather.gc.ca/climate_normals/index_e.html

Meteorological Data for
TRENTON, ONTARIO — 44°07'00.0"N, 77°32'00"W
(1971 – 2000)

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
Temperature														
Daily Maximum Temperature	°C	-2.0	-0.7	4.2	11.9	18.4	23.6	26.3	25.3	20.9	13.8	7.4	1.0	12.5
Daily Minimum Temperature	°C	-11.6	-10.6	-5.7	1.2	7.0	12.3	15.2	14.0	9.7	3.5	-1.4	-7.6	2.2
Daily Mean Temperature	°C	-5	-6	-3	1.1	5.2	9.7	14.6	15.3	11.8	7.1	2.7	-2	4.3
Extreme Maximum Temperature	°C	-11.6	-10.6	-5.7	1.2	7.0	12.3	15.2	14.0	9.7	3.5	-1.4	-7.6	
Extreme Minimum Temperature	°C	-35.1	-32.2	-28.9	-14.4	-6.1	1.1	5.6	3.3	-4.6	-8.3	-19.4	-31.8	
Precipitation														
Rainfall	mm	34.2	29.2	41.1	72.2	79.4	78.3	69.0	72.2	90.1	83.3	86.9	50.4	786.3
Snowfall	cm	44.8	34.6	23.8	5.6	0.0	0.0	0.0	0.0	0.0	0.3	10.4	36.5	156.0
Total Precipitation	mm	68.1	56.5	62.3	77.3	79.4	78.3	69.0	72.2	90.1	83.6	95.5	79.0	911.4
Greatest Rainfall in 24 hours	mm	45.0	38.6	58.2	51.2	71.1	80.8	78.8	72.0	107.2	64.5	59.3	97.0	
Greatest Snowfall in 24 hours	cm	31.0	36.4	35.6	18.3	5.0	0.0	0.0	0.0	0.0	5.1	32.3	34.4	
Greatest Precipitation in 24 hours	mm	54.2	38.6	58.2	51.2	71.1	80.8	78.8	72.0	107.2	64.5	59.3	97.0	
Days with Maximum Temperature														
	<=0°C	17.5	14.6	6.8	0.43	0	0	0	0	0	0	1.5	12.1	52.9
	>0°C	13.6	13.6	24.2	29.6	31	30	31	31	30	31	28.5	18.9	312.3
	>10°C	0.55	0.33	5	18.5	30.2	30	31	31	29.8	24.6	8.9	1.3	211.2
	>20°C	0	0	0.20	2.5	11.1	24	30.3	29.8	17.7	2.9	0	0	118.3
	>30°C	0	0	0	0	0.23	1.6	4	2	0.23	0	0	0	8
	>35°C	0	0	0	0	0	0	0.03	0.03	0	0	0	0	0.06
Days with Minimum Temperature														
	>0°C	1.9	1.7	5	18.2	30	30	31	31	29.6	23.6	11.6	3.6	217.2
	<=2°C	30.4	27.9	28.9	17.6	3.5	0.07	0	0	1.3	12.7	23.4	29.7	175.6
	<=0°C	29.1	26.6	26	11.8	0.97	0	0	0	0.43	7.4	18.4	27.4	148
	<-2°C	26.8	24.3	21.3	6.7	0.13	0	0	0	0.07	3.3	13.4	23.7	119.8
	<-10°C	17.4	15.1	7	0.23	0	0	0	0	0	0	0.97	10.7	51.3
	<-20°C	5.3	2.4	0.70	0	0	0	0	0	0	0	0	1.5	9.9
	<-30°C	0.38	0	0	0	0	0	0	0	0	0	0	0.07	0.45
Days with Rainfall														
	>=0.2 mm	5.7	5.3	8	11.3	12.3	11.8	10.1	11.2	11.3	13.2	12.3	7.9	120.4
Days with Snowfall														
	>=0.2 cm	12.6	10	7	2.1	0.03	0	0	0	0	0.23	3.7	10.5	46.2
Days with Precipitation														
	>=0.2 mm	15.9	12.9	12.6	12.3	12.3	11.8	10.1	11.2	11.3	13.3	14.5	15.2	153.4
Wind														
Maximum Hourly Speed (km/h)		89	74	105	76	64	72	64	63	64	74	80	69	
Maximum Gust Speed (km/h)		153	113	145	128	106	119	127	103	116	106	145	154	
Direction of Maximum Gust		NW	W	SW	SW	SW	SW	SW	SW	SW	NW	SW	SW	NW
Most Frequent Direction		W	W	W	SW	SW	SW	SW	SW	SW	SW	W	W	SW

Source : Environment and Climate Change Canada.
http://climate.weather.gc.ca/climate_normals/index_e.html

TABLE OF DISTANCES

Locality	Distance (Kilometres)	Locality	Distance (Kilometres)
Trenton (Quinte West) — Veterans Skyway Bridge	0	Bridgenorth — Chemong Lake Bridge	213.88
Frankford lock (lock 6)	11.7	Bobcaygeon lock (lock 32)	222.4
Glen Ross lock (lock 7)	22.2	Fenelon Falls lock (lock 34)	247.2
Campbellford Bridge	49.8	Lindsay lock (lock 33)	250.16
Healey Falls — flight locks	58.8	Rosedale lock (lock 35)	252.9
Trent Bridge	69.6	Kirkfield lift lock (lock 36)	272.6
Hastings lock	82.3	Entrance to Lake Simcoe	291.52
Bensfort Bridge	122.48	Port Perry	292.8
Peterborough lift lock (lock 21)	145	Atherley — Highway fixed bridge	318
Lakefield lock (lock 26)	158.9	Couchiching lock (lock 42)	337.8
Youngs Point lock (lock 27)	168.1	Swift Rapids lock (lock 43)	361.2
Burleigh Falls lock (lock 28)	181.8	Big Chute — marine railway (lock 44)	374.1
Buckhorn lock (lock 31)	194.2	Port Severn lock (lock 45)	387.1

TRENT-SEVERN WATERWAY INFORMATION

Channel Depths	Lock and Marine Railway Accommodation
Trenton to Big Chute	Trenton to Big Chute
Big Chute	Maximum beam of vessels
Marine railway	32.5 feet (9.9 m)
Big Chute to Georgian Bay	Length of vessels of standard build not exceeding 21-foot (6.4-m) beam
Murray Canal	127 feet (38.7 m)
Scugog Branch	Length of square-built scows
Sturgeon Lake to Port Perry	110 feet (33.5 m)
	Note — Vessels 35 feet (10.7 m) longer than above may be accommodated up to the lower entrance to Scott's Mills Lock (lock 19)
	Maximum size of vessels:
	Marine railway —
	Marine railway at Big Chute
	Length
	100 feet (30.4 m)
	Beam
	24 feet (7.3 m)
	Draught
	6 feet (1.8 m)
	Weight
	90 tonnes
	Big Chute to Georgian Bay
	Maximum beam of vessels
	24 feet (7.3 m)
Overhead Clearances	
Trenton (Quinte West) to Port Severn	
Lindsay to Port Perry	
	22 feet (6.7 m)
	12 feet (3.7 m)

- A**Administration, C1/P60
 Aids to Navigation, C1/P158
 Aitken Island, C7/P129
 Ancona Point, C5/P103
 Ancona Point (settlement), C5/P102
 Approach wharves, C1/P66
 Ashburnham lock, C4/P54
 Astronomical influence, C1/P110
 Atherley, C7/P8
 Atmospheric pressure, C1/P104
 Automatic Identification System (AIS), C1/P183
- B**Bailieboro, C3/P87
 Bald Lake Narrows, C5/P92
 Balsam Lake, C5/P190
 Barrie, C6/P138
 Batawa lock, C2/P76
 Bay of Quinte, C2/P43
 Beacon Island, C5/P51
 Beaver River, C6/P38
 Beaverton, C6/P42
 Beaverton Harbour, C6/P38
 Beechwood Island, C7/P129
 Bell Ewart, C6/P86
 Bensfort Bridge, C4/P8
 Bewdley, C3/P75
 Big Bald Lake, C5/P91
 Big Bay Point, C6/P124
 Big Bob Channel, C5/P52
 Big Cedar Point, C6/P79
 Big Chute, C7/P99
 Big Island, C5/P82
 Birch Island (Lake Scugog), C5/P149
 Birch Island
 (Upper Chemong Lake), C5/P29
 Birch Point (settlement), C5/P98
 Birdsalls Point, C3/P12
 Blackbird Point, C6/P48
 Black Point, C4/P157
 Black River, C6/P64
 Blind Channel, C5/P42
 Bobcaygeon, C5/P59
 Bobcaygeon lock, C5/P54
 Bobcaygeon River, C5/P59
 Bolsover, C5/P219
 Bolsover lock, C5/P219
 Bottom Islands, C5/P84
 Boyd's Island, C5/P82
 Bradford, C6/P116
 Bridgenorth, C5/P34
 Brighton, C2/P21
 Buckhorn, C4/P162
 Buckhorn Lake, C5/P4
 Buckhorn lock, C4/P164
 Buckhorn Narrows, C5/P8
 Buoyage, C1/P163
 Buoy numbering, C1/P170
 Buoys, C1/P159
 Burleigh Falls, C4/P146
 Burleigh Falls lock, C4/P147
 Burnt Point Bay, C2/P146
- C**Caesarea, C5/P148
 Calf Island, C7/P129
 Cameron Lake, C5/P179
 Cameron Point, C2/P169
 Campbellford, C2/P113
- Campbellford lock, C2/P130
 Campbelltown, C4/P7
 Canada, C1/P1
 Canadian Aids to Navigation System, The, C1/P143
 Canal Lake, C5/P214
 Cardinal buoys, C1/P168
 Carthew Bay, C6/P148
 Centre Point, C6/P7
 Champlain Point, C6/P14
 Channel Island, C7/P67
 Chart datum, C1/P84
 Charts, C1/P72
 Chemong Lake, C5/P28
 Chiefs Island, C7/P33
 Clear Lake, C4/P116
 Coboconk, C5/P196
 Cold water survival, C1/P204
 Coles Point, C2/P137
 Collision Regulations, C1/P139
 Cook's Bay, C6/P78
 Cook's Bay Shoal, C6/P80
 Coppaway Point, C5/P25
 Cottage Point, C5/P96
 Couchiching, Lake, C7/P28
 Couchiching lock, C7/P54
 Cow Island, C3/P90
 Criminal Code, C1/P142
 Crowe Bay, C2/P135
 Crowe Bay lock, C2/P133
 Crowe River, C2/P135
 Crowes Landing, C4/P142
 Currency, weights and measures, C1/P30
 Currents, C1/P111
 Curtis Point, C3/P39
- D**Dams, C1/P71
 Davis Point, C5/P48
 Daybeacons, C1/P172
 Daymarks, C1/P158
 Deep Bay, C7/P77
 Deer Bay
 (Lower Buckhorn Lake), C4/P156
 De Grassi Point, C6/P85
 Deihl Point, C5/P173
 Differential GPS, C1/P185
 Distances, C1/P56
 Distress Message, C1/P190
 Dog Point, C7/P126
 Douro lock, C4/P79
 Dunnette Landing, C3/P36
- E**East Cross Creek, C5/P146
 Eight Mile Point, C6/P146
 Entrance to Otonabee River, C4/P4
- F**Fair Oaks Point, C5/P88
 Fee's Landing, C5/P70
 Fenelon Falls (community), C5/P174
 Fenelon Falls lock, C5/P168
 Fenelon River, C5/P168
 Ferguson Point, C6/P98
 Filing sail plan, C1/P198
 Fire prevention, C1/P70
 Fixed bridge clearances, C1/P98
 Flood's Landing, C5/P66
 Floral Park, C7/P47
 Foley Point, C3/P16
 Fox Island (Buckhorn Lake), C5/P18
- Fox Island (Lake Simcoe), C6/P75
 Frankford, C2/P79
 Frankford lock, C2/P78
 Franklin, C7/P74
- G**Gamebridge lock, C5/P223
 Gannon Narrows, C5/P40
 Geneva Park, C7/P42
 Georgina, C6/P52
 Georgina Island, C6/P46
 Gilford, C6/P94
 Glen Miller lock, C2/P73
 Glen Ross, C2/P90
 Glen Ross lock, C2/P88
 Global Maritime Distress and Safety System, C1/P187
 Global Positioning System, C1/P184
 Gloucester Passage, C7/P115
 Gloucester Pool, C7/P116
 Goffatt Island, C6/P13
 Gores Landing, C3/P64
 Gosport, C2/P25
 Gouette Island, C7/P129
 Government of Canada, C1/P4
 Grand Island, C5/P191
 Grandview Point, C7/P67
 Grape Island, C6/P14
 Greenhurst-Thurstonia, C5/P105
 Gull River, C5/P194
- H**Haig's Reach, C2/P104
 Haig's Reach lock, C2/P105
 Hall Landing, C3/P86
 Halstead Beach, C3/P73
 Hamlet, C7/P61
 Hannahs Rock, C4/P121
 Harrington Bay, C5/P23
 Harrington Narrows, C5/P24
 Harwood, C3/P44
 Hastings, C2/P162
 Hastings lock, C2/P164
 Hatrick Point, C3/P61
 Hawkers Bay, C5/P99
 Hawkestone, C6/P149
 Healey Falls, C2/P144
 Healey Falls (settlement), C2/P138
 Healey Falls locks, C2/P139
 Hells Gate, C4/P122
 Hickory Island, C2/P97
 High Bluff Island, C2/P14
 Highland Beach, C5/P150
 Hitchins Island, C4/P125
 Holidays, C1/P29
 Holland Landing, C6/P114
 Holland Marsh, C6/P112
 Holland River, C6/P112
 Holland River East Branch, C6/P114
 Honey's Beach, C5/P159
 Horseshoe Island, C7/P39
 Hospitals, C1/P37
 Hunting and Fishing
 Regulations, C1/P150
 Huycke Island, C2/P160
 Hydro Glen, C7/P82
 Hydrologic cycle, C1/P101
- I**Indian Act, C1/P151
 Indian Island, C2/P43
 Indian Island Bank, C2/P45

Indian River, C3/P18
Island Grove, C6/P76
Isolated danger buoys, C1/P167

Jacksons Point, C6/P72
Jacksons Point (community), C6/P66
Jacob Island, C5/P41
Joint Rescue Co-ordination Centre (JRCC), C1/P200
Juniper Island, C4/P129

Katchewanooka Lake, C4/P98
Kawartha Park, C4/P119
Keene, C3/P19
Kempenfelt Bay, C6/P130
Keneden Park, C5/P70
Kennedy Bay (settlement), C5/P105
Keswick, C6/P98
Kirkfield, C5/P211
Kirkfield lift lock, C5/P209

Lagoon City, C6/P23
Lake Couchiching, C7/P28
Lakefield, C4/P85
Lakefield lock, C4/P83
Lake Scugog, C5/P147
Lakeside Beach (community), C5/P156
Lake Simcoe, C6/P3
Lakeview, C6/P135
Lakeview Estates, C5/P65
Lang, C3/P23
Lateral buoys, C1/P166
Lauderdale Point, C7/P65
Lefroy, C6/P92
Legal system, C1/P13
Licensing of vessels, C1/P61
Lindsay, C5/P123
Lindsay lock, C5/P134
Little Bald Lake, C5/P91
Little Cedar Point, C6/P85
Little Chute, C7/P111
Little Go Home Bay, C7/P123
Little Lake (Peterborough), C4/P27
Little Lake (Port Severn), C7/P128
Long Beach, C5/P109
Long Shoal, C6/P127
Lovers Creek, C6/P132
Lovesick Lake, C4/P152
Lovesick Lock, C4/P153
Lower Buckhorn Lake, C4/P154
Lower Foley Island, C3/P14

Margaret Island, C3/P28
Mariposa Beach, C7/P40
Maskinonge (Jersey) River, C6/P100
McConnell Island, C5/P103
McCracken Landing, C3/P28
McCrackens Landing, C4/P131
McDonald's Cut, C7/P81
McGregor Bay, C3/P57
McLean Bay, C7/P67
McPhee Bay, C6/P33
McRae Point, C6/P34
Metric charts, C1/P81
Meyers lock, C2/P102
Mitchell Lake, C5/P207
Morrison Landing, C7/P79
Morrow Bay, C2/P174
Morrow Point, C2/P173

Mount Julian, C4/P136
Mouse Rock, C4/P135
Murray Canal, C2/P30
Muskie Bay, C3/P34

Nadie Island, C7/P30
Narrows, The (Lake Simcoe), C7/P3
Narrows, The (Severn River), C7/P125
Nassau, C4/P75
Nassau Mills lock, C4/P76
Navigation season and hours of operation, C1/P57
Newman's Beach (Port Hoover), C5/P150
Nicholas Cove, C5/P89
Nichol Island, C5/P20
Nicholls Point, C5/P7
Nichols Cove, C5/P89
Nogies Creek Bay, C5/P82
Nonquon River, C5/P155
North Bay, C5/P192
Northey Bay, C4/P140

O'Hara Point, C7/P120
Omemece, C5/P77
Onderdonk Point, C2/P41
Ontario, C1/P21
Orchard Point (settlement), C7/P7
Orillia, C7/P17
Otonabee lock, C4/P78
Otonabee River, C4/P4
Otonabee River, entrance to, C4/P4
Overhead clearances, C1/P175

Paradise Beach, C6/P74
Pearson Point, C4/P156
Pefferlaw, C6/P52
Pefferlaw River, C6/P49
Pengeley Landing, C3/P77
Percy Reach, C2/P96
Percy Reach lock, C2/P99
Permits and tolls, C1/P62
Peterborough, C4/P31
Peterborough lift lock, C4/P61
Picnic Point, C3/P7
Pigeon Lake, C5/P45
Pigeon River, C5/P68
Pleasant Point, C5/P108
Pleasure Boat Sewage Discharge Regulations, C1/P146
Police, C1/P36
Pollution regulations, C1/P145
Portage lock, C5/P223
Port Hoover (Newman's Beach), C5/P150
Port Perry, C5/P160
Port Severn, C7/P130
Port Severn lock, C7/P131
Ports of Entry, C1/P34
Port Stanton, C7/P70
Presqu'ile Bay, C2/P5
Presqu'ile Point, C2/P9
Presqu'ile Point (community), C2/P18
Presqu'ile Provincial Park, C2/P14
Preston Island, C2/P161
Protection of submarine cables, C1/P177
Provincial and Territorial Governments, C1/P5
Publications, C1/P133

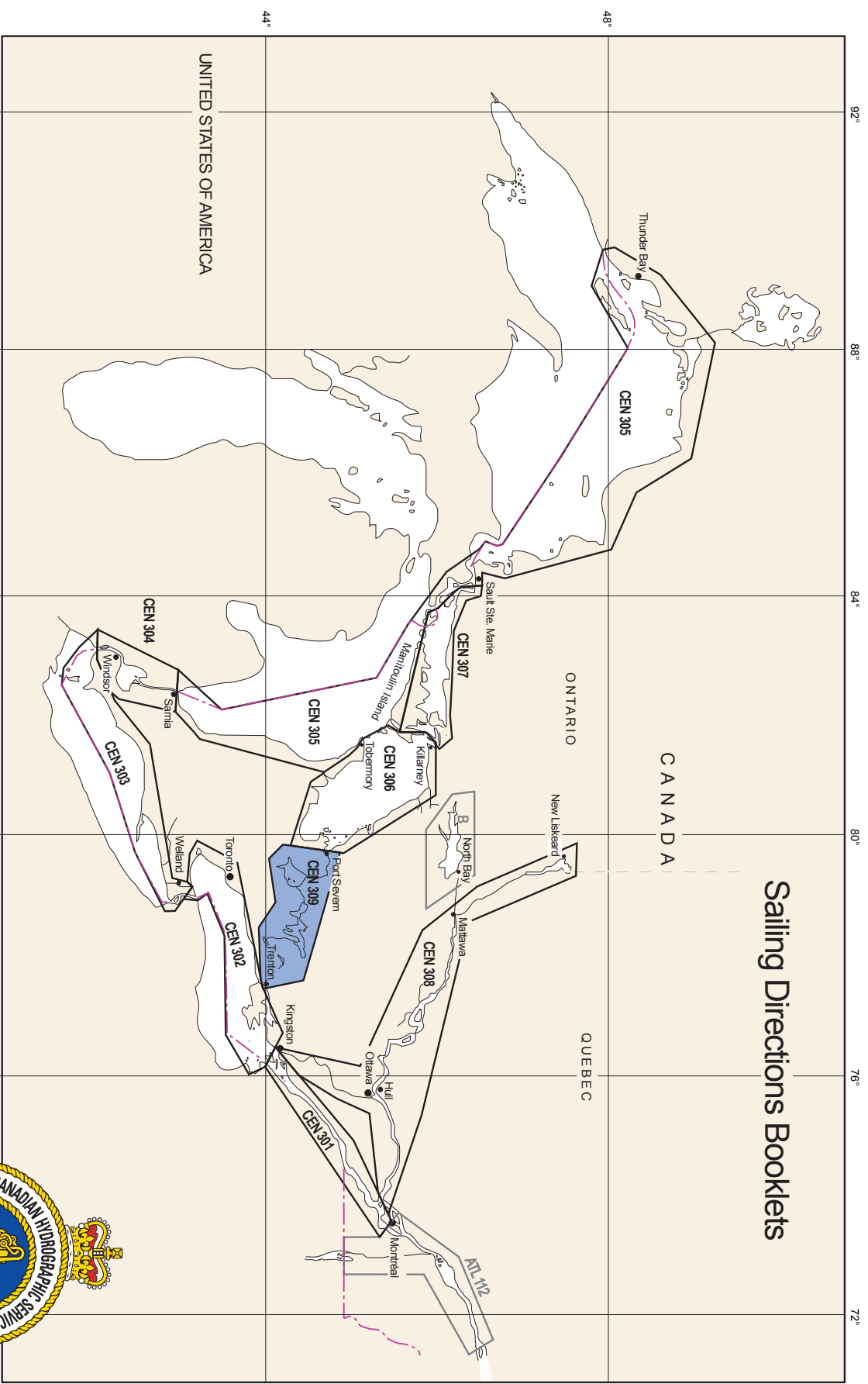
Quinte, Bay of, C2/P43

Racons, C1/P173
Radar reflectors
(collision avoidance), C1/P144
Radar reflectors
(search and rescue), C1/P192
Radio, C1/P179
Radio medical advice, C1/P186
Ranney Falls locks, C2/P109
Regulations, C1/P137
Reliance on a chart, C1/P76
Reporting dangers, C1/P199
Rice Lake, C3/P3
River Drive Park, C6/P117
Roach Point, C3/P51
Robin Landing, C3/P34
Roches Point, C6/P82
Rocky Point, C5/P83
Rosedale, C5/P184
Rosedale lock, C5/P183

Sackett Bay, C5/P182
Salt Point, C2/P8
Salt Reef, C2/P8
Sawer Creek lock, C4/P80
Scollard Point, C5/P22
Scotsman Point, C5/P13
Scott's Mills lock, C4/P27
Scugog, Lake, C5/P147
Scugog Island, C5/P147
Scugog Point, C5/P149
Scugog River, C5/P114
Search and Rescue (SAR), C1/P200
Seiches, C1/P107
Severn Falls, C7/P88
Severn River, C7/P57
Seymour Lake, C2/P146
Shannon Bay, C6/P152
Shanty Bay, C6/P133
Shearer Point, C3/P39
Shingle Bay, C6/P152
Ship Island (Lake Couchiching), C7/P35
Ship Island (Stony Lake), C4/P137
Ship-to-air distress signal, C1/P194
Sibbald Point, C6/P63
Sidney (Sydney) lock, C2/P71
Signals for locks and bridges, C1/P67
Simcoe, Lake, C6/P3
Skunk Point, C2/P158
Small Vessel Regulations, C1/P140
Snake Island (Lake Simcoe), C6/P75
Snug Harbour, C5/P119
Sound signals, C1/P171
South Bay, C5/P195
South Beach, C4/P118
Sparrow Lake, C7/P69
Special purpose buoys, C1/P169
Speed regulations, C1/P141
Speed restrictions, C1/P63
Spencer Point, C5/P27
Standard and daylight saving times, C1/P32
Starr's Beach, C5/P150
Stony Lake, C4/P127
Storm surges, C1/P106
Strawberry Island, C6/P28
Stumpy Bay, C5/P50
Sturgeon Lake, C5/P95
Sturgeon Point, C5/P112

- Sugar Island, C3/P17
 Sutton, C6/P65
 Swift Rapids (settlement), C7/P84
 Swift Rapids lock, C7/P84
- T**albot lock, C5/P222
 Talbot River, C5/P219
 Tate's Bay (Tait Bay), C5/P83
 Tea Lake, C7/P98
 Telephone Point, C4/P21
 The Narrows (Lake Simcoe), C7/P3
 The Narrows (Severn River), C7/P125
 Thorah Island, C6/P20
 Thorah lock, C5/P223
 Thorne Island, C5/P46
 Tic Island, C3/P6
 Togo Rock, C5/P193
 Tornadoes, C1/P127
 Treasure Island, C7/P126
 Trent lock, C2/P77
- Trenton, C2/P51
 Trenton lock, C2/P68
 Trent River, C2/P146
 Trent River (settlement), C2/P151
 Trent-Severn Waterway, C1/P38
 Trent-Severn Waterway (entrance), C2/P3
 Trout Shoal, C6/P30
 Twelve O'Clock Point, C2/P40
 Twelve O'Clock Point
 (settlement), C2/P37
- U**ncle Henry Island, C7/P129
 Upper Chemong Lake, C5/P29
 Upper Foley Island, C3/P14
 Urgency Message, C1/P191
- V**erulam Park, C5/P104
 Victoria Springs, C4/P158
 Virginia Beach, C6/P60
- W**allace Point, C4/P13
 Washago, C7/P48
 Water level information, C1/P92
 Water levels, C1/P100
 Weather reports, C1/P128
 Weather systems, C1/P115
 Webb Bay, C3/P25
 Whitefish Shoal, C6/P151
 White Island (Gannon Narrows), C5/P41
 White Island (Rice Lake), C3/P36
 Whites Bay, C7/P118
 Willow Beach, C6/P73
 Winds, C1/P123
 Wind set-up, C1/P105
 Woods Island, C4/P141
- Y**oungs Point, C4/P104
 Youngs Point lock, C4/P105

Sailing Directions Booklets



- CEN 300 General Information, Great Lakes
- B Small Craft Guide, Lake Nipissing
- ATL 112 St. Lawrence River, Cap-Rouge to Montreal and Rivière Richelieu
- CEN 301 St. Lawrence River, Montreal to Kingston

- CEN 302 Lake Ontario
- CEN 303 Welland Canal and Lake Erie
- CEN 304 Detroit River, Lake St. Clair, St. Clair River
- CEN 305 Lake Huron, St. Marys River, Lake Superior

- CEN 306 Georgian Bay
- CEN 307 North Channel of Lake Huron
- CEN 308 Rideau Canal and Ottawa River
- CEN 309 Trent-Severn Waterway

