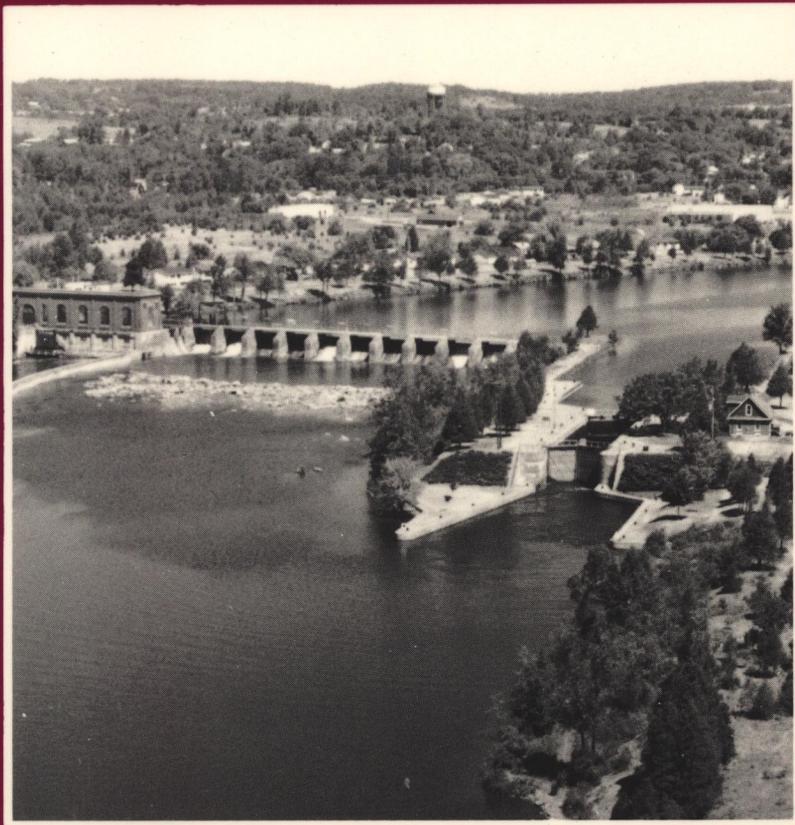




Seventh Edition 1989

# SMALL CRAFT GUIDE



TRENT-SEVERN WATERWAY



Fisheries  
and Oceans

Pêches  
et Océans

Canada



## **SMALL CRAFT GUIDE – TRENT-SEVERN WATERWAY**

The Canadian Hydrographic Service produces and distributes *Nautical Charts, Sailing Directions, Small Craft Guides, and Tide Tables* of the navigable waters of Canada.

*Director General* G. R. DOUGLAS

*Director, Hydrography  
(Central and Arctic Region)* E. BROWN

*Chief, Sailing Directions* J. BRUCE

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Department of Fisheries and Oceans,  
Ottawa, Ont.,  
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K1A 0E6

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# SMALL CRAFT GUIDE

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TRENT-SEVERN WATERWAY

SEVENTH EDITION

1989

Scientific Excellence • Resource Protection & Conservation • Benefits for Canadians

**Department of Fisheries and Oceans**  
**Ottawa, Canada**

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## CORRECTIONS

Trent-Severn Waterway, Seventh Edition, 1989

Information subsequent to the last Notice to Mariners incorporated in this edition will be issued as corrections in Section IV of Notices to Mariners. These corrections are compiled into lists for each of the volumes of Sailing Directions and Small Craft Guides at the end of each calendar year. If you wish to receive such lists for this volume, without charge, please complete this page and forward it to the Hydrographic Chart Distribution Office, Department of Fisheries and Oceans, 1675 Russell Road, P.O. Box 8080, Ottawa, Ontario, Canada, K1G 3H6.

Name .....

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## PREFACE

This Seventh Edition of the Small Craft Guide for the Trent-Severn Waterway, 1989, has been prepared by J. H. Weller and was compiled from Canadian Government and other information sources. All relevant information published in Canadian Notices to Mariners up to and including weekly edition No. 14 of 1989 has been incorporated in this edition.

This edition supersedes the Sixth Edition, 1986, which is cancelled.

The meteorological tables and the background information used to compile the section

on weather systems were provided by the Atmospheric Environment Service, Environment Canada, Toronto, Ontario.

Remarks from the users of this publication are most welcome concerning the format, the content, or any other matter relating to Small Craft Guides and Sailing Directions. Any comments should be forwarded to the Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa, Ontario, Canada, K1A 0E6.

## LIMITS OF THIS VOLUME

This Small Craft Guide covers the route along the Trent-Severn Waterway from its approaches and entrance in the south at Trenton, Ontario, on Lake Ontario to its termination in the north at Port Severn, Ontario, on Georgian Bay, including Lake Simcoe, Lake Scugog and the Scugog River. This route is covered by nine specially designed small craft charts produced in strip format for the pleasure boater:

*2031 Murray Canal, Presqu'île to Trenton*

*2021 Trenton to Healey Falls Locks*

*2022 Healey Falls Locks to Peterborough*

*2023 Peterborough to Buckhorn including Stony Lake*

*2024 Buckhorn to Bobcaygeon including Chemong Lake*

*2025 Bobcaygeon to Lake Simcoe*

*2026 Lake Scugog and Scugog River*

*2028 Lakes Simcoe and Couchiching including the Holland Rivers*

*2029 Couchiching Lock to Port Severn*

This small craft guide to the Trent-Severn Waterway is one of a series of similar books published by the Canadian Hydrographic Service to help the pleasure boater. Companion volumes in the Great Lakes area are:

*Small Craft Guide, Georgian Bay.* — This book covers the inshore route and facilities along the east and north shores of Georgian Bay from Penetang Harbour and Port Severn in the south to Killarney and Little Current in the north, including Parry Sound.

*Small Craft Guide, Rideau Waterway and Ottawa River.* — This book describes the route and facilities between Kingston on Lake Ontario and the city of Ottawa, and also along the Ottawa River from Témiscaming to Laval and Sainte-Anne-de-Bellevue near Montréal.

*Small Craft Guide, Lake Ontario.* — This book covers the coastal route and facilities on the Canadian shores of Lake Ontario from Kingston to Niagara, including the Bay of Quinte.

*Small Craft Guide, Lake Nipissing.* — This book describes the shores and facilities of Lake Nipissing and the upper part of French River.

Each of these small craft guides has a chart index inside the front cover to show which charts the boater requires.

These publications and charts may be obtained from chart dealers or agents and some marinas, or from the Hydrographic Chart Distribution Office, 1675 Russell Road, P.O. Box 8080, Ottawa, Ontario, K1G 3H6.

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## EXPLANATORY NOTES

Canadian Small Craft Guides are issued to assist the operators of small craft when navigating the waters described, by amplifying the information shown on the charts and presenting information which it is not possible to display on charts. They are intended to be read in conjunction with the charts quoted in the text.

When compiling this Guide, it was assumed that the user would have a basic knowledge of small craft navigation. In order to increase their boating pleasure and safety, it is recommended that users who do not have this knowledge should take advantage of the basic navigation and seamanship courses offered by Yacht Clubs, Power Squadrons and Vocational Schools.

While this book is essentially a navigation guide some information on harbour facilities and accommodation is included, fuller details of which can be obtained from the Ministry of Tourism and Recreation, Province of Ontario, Queen's Park, Toronto, Ontario, Canada, M7A 2E5.

The information in this publication has been computerized and type-set by an automatic photocomposition process. The contents of the book on disc storage will be up-dated periodically and a new edition published at regular intervals.

Between new editions, Small Craft Guides are kept up to date by corrections published in Section IV of Canadian Notices to Mariners.

**This volume should not be used without reference to those Notices to Mariners which have been issued subsequent to its publication.**

*Units and terminology used in this volume:*

**DISTANCES ARE EXPRESSED IN STATUTE MILES** unless otherwise stated. A statute mile is equal to 5,280 feet or approximately 1,609.3 metres. The small craft charts and other publications relating to the Trent-Severn Waterway give distances in statute miles measured from the Dundas Street highway bridge in Trenton.

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

**Bearings, directions and courses** are referred to the true compass and when given in degrees are reckoned clockwise from 000° (north) to 359°. The bearings of all objects, alignments and light sectors are given as seen from seaward. **Courses** always refer to the course to be made good.

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

**Currents** are described by the direction towards which they flow.

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

**Elevations** in non-tidal waters are given above chart datum.

**Clearances** under bridges and overhead cables are measured from chart datum. For further details *see* the section on *overhead clearances* in Chapter I.

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

**Figures in brackets** given after those denoting feet are their equivalent in metres.

**Time** is expressed in the four figure notation beginning at midnight, and is given in local time unless otherwise stated. Details of local time kept will be found in Chapter I.

**Public wharf** is a government wharf that is available for general use; it is still shown on older editions of charts as "Government Wharf" or "Govt Whf". Some Public wharves are leased to local users — often commercial fishermen — and other wharves may have user fees levied by the local harbour-master.

**Conspicuous objects** are those which stand out clearly from the background or other objects

and are easily identifiable from a few miles offshore in normal visibility. They may be marked "Conspic" on the chart.

**Prominent** objects are those which are easily identifiable, but do not justify being classed as conspicuous.

*Remarks on subject matter:*

This publication makes reference to regulations governing such items as pollution, customs clearances, speed limits, navigation on inland waterways and other subjects. It is emphasized, however, that these references are printed for the convenience of small craft operators in determining general impressions only and that no liability is accepted for failure to publish complete details of any particular regulation. Small craft operators should obtain the complete regulations governing subjects of interest from the appropriate authority.

Care has been taken to ensure that the information in this publication is accurate. Some of the information, however, particularly that concerning marinas, while accurate at the time of compilation is subject to frequent change and should not be relied on.

This publication is up-dated and reprinted periodically. Users are cautioned against using the information in non-current issues.

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

**Names** have been taken from the most authoritative source. Where an obsolete name still appears on the chart it is given in brackets following the proper name at the principal description of the feature in the text and where the name is first mentioned.

*Reference to other publications:*

To ensure adequate information coverage of the Trent-Severn Waterway, the following publications should be consulted:

*List of Lights, Buoys and Fog Signals — Inland Waters* gives more details on these aids to

navigation than can be shown on the charts or in this Guide. It is published annually by the Canadian Coast Guard.

*Radio Aids to Marine Navigation (Atlantic and Great Lakes)* lists the Canadian Coast Guard radio stations and the various services they provide. It also lists the radiobeacons and radar transponder beacons (racons). It is published annually by the Canadian Coast Guard.

*Coast Guard Radio Handbook* outlines the correct use of VHF radio for small craft operators. It describes how to obtain emergency assistance, weather information, and the use of radiotelephone services. Great Lakes Coast Guard Radio Stations with their remote transmitter sites and broadcast channels are also shown. Copies can be requested free of charge from: Canadian Coast Guard, Telecommunications & Electronics Branch, 1 Yonge St, 20th Floor, Toronto, Ontario, M5E 1E5.

*Notices to Mariners* are published weekly free of charge by the Canadian Coast Guard and contain corrections to charts, Sailing Directions, Small Craft Guides, *List of Lights, Buoys and Fog Signals* and *Radio Aids to Marine Navigation*. They also contain safety and general information including announcements of the issue of new charts and new editions of charts and publications. Requests to be placed on the mailing list for *Notices to Mariners* should be forwarded to the Director, Aids and Waterways, Canadian Coast Guard, Department of Transport, Ottawa, Ontario, K1A 0N7.

*Heritage Canals Regulations* govern the use and management of certain navigation canals in Canada including the Murray and Trent Canals.

**A copy of the *Heritage Canals Regulations* should at all times be kept on board every craft navigating the Trent-Severn Waterway.**

*Safe Boating Guide* is issued free of charge by the Canadian Coast Guard. It describes and illustrates the lights required to be carried by small craft, the Canadian buoyage and day beacon systems, and the basic steering and

sailing rules. It also contains advice and information on search and rescue, safety equipment and practices.

*Heritage Canals*, a booklet issued free of charge by Environment Canada — Parks, contains cruising information and has a section on the Trent-Severn Waterway.

*Radiotelephone Operator Handbook* provides information on the procedures and regulations relating to the use of radiotelephone equipment. It is published by Communications Canada.

## CHAPTER I

### THE TRENT-SEVERN WATERWAY

#### GENERAL INFORMATION

1 **Canada.** — *Physiography.* — Canada is the largest country in the Western Hemisphere and second largest in the world after the Union of Soviet Socialist Republics. It is more than 40 times the size of Britain and 18 times the size of France. It occupies the northern half of the North American continent with the exception of Alaska and Greenland which belong to the United States and Denmark, respectively. The vast lands of Canada are extremely diverse, including the almost semi-tropical areas of the Great Lakes peninsula and the SW Pacific Coast, the wide fertile prairies, great areas of mountains, rocks and lakes, and seemingly endless stretches of northern wilderness and arctic tundra.

2 The southernmost point of the country is Middle Island in Lake Erie, at  $41^{\circ}41'N$ . marking the limit of the southern Ontario peninsula which thrusts deep into the eastern United States. In a straight line 4,627 km north, past the treeline and far into the arctic tundra, is Cape Columbia on Ellesmere Island. At  $83^{\circ}07'N$ . this is Canada's northernmost point. From east to west at the widest point the straight line distance is 5,187 km from Cape Spear, Newfoundland, at  $52^{\circ}37'W$ ., to Mount St. Elias, Yukon Territory, at  $141^{\circ}W$ .

3 In the south Canada borders on the United States for a distance of 6,416 km. In the north, the Arctic Archipelago penetrates far into the polar basin, making Canada neighbour to northern Europe and the Union of Soviet Socialist Republics. In the east, Labrador and the island of Newfoundland command the shortest crossings of the North Atlantic Ocean to Europe.

4 Although this immense area seems to afford extensive scope for settlement, it does, however, impose its own burdens and limitations as much of the land is mountainous and rocky or is under an arctic climate. The developed portion is probably not more than one-third of the total, the occupied farm land being less than 8 per cent and the productive forest land about 27 per cent

of the total area. Most of the population of 25 million (1983) lives within 320 km of the southern border where the climate is generally moderate and where great resources of land, forest, mine and water have long been under development and utilization.

5 Politically, Canada is divided into ten provinces and two territories (the Yukon Territory and Northwest Territories). Each province is sovereign in its own sphere and administers its own natural resources. Because of the remoteness, the great extent and the meagre and scattered population of these areas, the resources (except for game) of the Yukon Territory and Northwest Territories are administered by the Federal Government.

6 **Constitution.** — The Canadian federal state of ten provinces and two territories, as we know it today, had its foundation in an act of the British Parliament: the British North America (BNA) Act of 1867. This act was fashioned for the most part from seventy-two Resolutions drafted by the Fathers of Confederation at Québec in 1864, after an initial conference at Charlottetown that same year.

7 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 also made provision for possible future entry into Confederation of the colonies or provinces of Newfoundland, 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 joined.

8 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. The BNA Act of 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.

9 The Charter of Rights and Freedoms guarantees fundamental rights and freedoms to everyone: 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.

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

11 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 200 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 identity with the executive and legislative branches.

12 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.

13 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 federal government 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 federal government when acting within its spheres of power.

14 *Legal system.* — With one exception, in all the provinces as well as in the two 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, which has resulted in Québec having its own *Civil Code* and *Code of Civil Procedure*. Over the years both Canadian common law and Québec civil law have developed unique characteristics.

15 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.

16 *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.

17 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.

18 The Governor General, appointed by the Queen as her personal representative in Canada 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).

19 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 one or two exceptions, the Prime Minister and his Cabinet are members of the House of Commons.

20 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.

21 The Yukon Territory and the Northwest Territories are each governed by a Commissioner, appointed by the federal government, and a legislative council elected by the people.

22 **Ontario.** — *General.* — Ontario, the wealthiest, largest, and most populous of the

predominantly English-speaking provinces, is located in the heart of Canada. Its irregularly shaped boundaries extend from a fresh water shoreline of 3,801 km on the Great Lakes to a saltwater shoreline of 1,094 km on Hudson and James Bays to the north, lying between Québec to the east and Manitoba to the west. In 1985 the population of the province was 9 million.

23 *Physical features.*: — Geologically, Ontario belongs to two major regions: the rough Canadian Shield in the north and the gentler lowlands of the Great Lakes-St. Lawrence region. 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 (1,509 ft) in elevation, strewn with lakes and muskeg. The highest point in Ontario is 693 m (2,274 ft), located in Timiskaming District. 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 (492 ft) 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 but elsewhere the frost-free season ranges from 40 up to 100 days.

24 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 Québec, 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 excessive warmth are not prolonged. This is the most densely populated and highly industrialized region of Canada. Favourable climatic conditions, fertile soil and ease of travel over relatively unobstructed terrain as

well as over the natural transportation routes of the St. Lawrence River and the Great Lakes influenced the settlement of this area.

<sup>25</sup> **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 the west it is by far the most highly productive agricultural area in the country. Its produce is very diversified and many specialized areas have developed: fruit in the Niagara district, tobacco in the counties adjacent to Lake Erie, commercial vegetables north of Toronto, and cattle in the Georgian Bay area.

<sup>26</sup> 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.

<sup>27</sup> The Ontario portion 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 comes from the Kirkland Lake-Porcupine area and from the Red Lake, Pickle Crow and Little Long Lake areas farther west; iron ore comes from the Steep Rock 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 are also produced. In the lowlands area of the province, salt, asbestos and nepheline syenite are produced, and there is some natural gas and petroleum production.

<sup>28</sup> Ontario has a large amount of productive forest land which supports 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 trees in the province. Ontario has extensive water power resources and is second only to Québec in installed hydro-electric capacity.

<sup>29</sup> The commercial fishing industry in Ontario, although widely scattered throughout the

province, is centred chiefly 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 fish landed in Ontario are harvested from the Great Lakes, but more than 500 smaller inland lakes are commercially fished, mainly those in the NW portion of the province.

<sup>30</sup> **Holidays.** — The following are national holidays: New Year's Day, Good Friday, Easter Monday, Victoria Day (the Monday preceding May 25), Canada Day (July 1), Labour Day (the first Monday in September), Thanksgiving Day (the second Monday in October), Remembrance Day (November 11), Christmas Day, and Boxing Day. In the province of Ontario the first Monday in August is observed as a Civic Holiday. When New Year's Day, Canada Day, Remembrance Day, Christmas Day or Boxing Day fall on a Saturday or Sunday they will be observed on the following Monday or as designated.

<sup>31</sup> **Currency, weights and measures.** — The denominations of money in the currency of Canada are dollars and cents, the cent being a hundredth part of a dollar. Coins of the denomination of one cent, five cents, ten cents, twenty-five cents, fifty cents, and one dollar are in use. The Bank of Canada issues notes of 1, 2, 5, 10, 20, 50, 100, and 1,000 dollars.

<sup>32</sup> 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 2,000 pounds was used. Canada is now in the process of converting to the metric system of weights and measures, based on the metre and the kilogram, where the tonne is 1,000 kilograms (2204.6 pounds).

<sup>33</sup> **Standard and daylight saving times.** — The province of Ontario east of longitude 90° W. keeps Eastern Standard Time which is 5 hours slow on Universal Time (Greenwich Mean Time), that is, 5 hours is subtracted from UT to give standard time. Daylight Saving Time is normally kept in Ontario from the first Sunday

in April to the last Sunday in October. Daylight Saving Time is one hour in advance of Standard Time, which means that Eastern Daylight Saving Time is 4 hours slow on Universal Time.

<sup>34</sup> **Canada border crossing information.** — Boats entering Canada from foreign ports are required to obtain clearance from the Collector of Customs at a Vessel Reporting Station of a Port of Entry. Visitors may bring their own pleasure craft into Canada for a period of up to 12 months, under a permit obtainable from the Collector of Customs.

<sup>35</sup> **Ports of Entry.** — There are no vessel reporting stations on the Trent-Severn so visiting boaters must obtain clearance before entering the waterway.

<sup>36</sup> **Vessel reporting stations** for non-commercial traffic are located at Trenton and other ports on Lake Ontario, and at Goderich and Tobermory on Lake Huron. For the convenience of boaters approaching from the north and west vessel reporting stations are also located at Meldrum Bay and Gore Bay on the North Channel.

<sup>37</sup> Many of these vessel reporting stations are open only during the summer months and may not be available after regular office hours. To avoid delays and the probability of fines for non-compliance, visiting boaters should make their report at the earliest opportunity.

<sup>38</sup> Further information concerning customs regulations may be obtained from Customs and Excise, Revenue Canada, 360 Coventry Road, Ottawa, Ontario, Canada, K1K 2C6.

<sup>39</sup> Citizens and legal residents of the United States do not need passports or visas to enter Canada as visitors. In general, all other visitors entering Canada must have valid national passports. Any questions about entry to Canada may be addressed to the Canada Immigration Centre, Employment and Immigration Canada, Ottawa, Ontario, Canada, K1A 0J9.

<sup>40</sup> Information on tourism, including a booklet called *Travel Information — U.S. Visitors*, may be obtained from Tourism Canada, 235 Queen Street, Ottawa, Ontario, Canada, K1A 0H6.

<sup>41</sup> **Police.** — The Ontario Provincial Police can help in many kinds of emergencies. To reach

the nearest detachment of the O.P.P. ask the telephone operator for *Zenith 50,000*.

<sup>42</sup> **Hospitals.** — This is a listing of the hospitals on or near the Trent-Severn Waterway, along with their telephone numbers:

#### Barrie

*Royal Victoria Hospital* 705-728-9802

#### Campbellford

*Campbellford Memorial Hospital* 705-653-1140

#### Lindsay

*Ross Memorial Hospital* 705-324-6111

#### Midland

*Huron District Hospital* 705-526-3751

#### Newmarket

*York County Hospital* 416-895-4521

#### Orillia

*Orillia Soldiers' Memorial Hospital*  
705-325-2201

#### Peterborough

*Peterborough Civic Hospital* 705-743-2121

*St. Joseph's General Hospital* 705-743-4251

### Port Hope

*Port Hope and District Hospital* 416-885-6371

### Port Perry

*Community Memorial Hospital* 416-985-7321

### Trenton

*Trenton Memorial Hospital* 613-392-2541

## NAVIGATION NOTES

43 **Distances.** — In the Trent-Severn Waterway, distances are measured in statute miles from the Dundas Street highway bridge in Trenton. The small craft charts of the waterway show these distances for planning purposes, and a table of mileages is given on the next page.

44 **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.

45 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. Note also that Trenton Swing Bridge No. 1 operates only at certain times during the day.

46 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.

47 **Administration.** — The Trent-Severn Waterway is administered by Environment Canada — Parks.

48 **Licensing of vessels.** — All Canadian vessels transitting the waterway, other than canoes or skiffs 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*. Vessels from other countries must be licensed and marked according to the laws of their home country excepting canoes or skiffs as noted above.

49 **Permits and tolls.** — A *Canal Vessel Permit* is required to be carried on all vessels, other than canoes or skiffs that are not equipped for propulsion by sail or mechanical means, wishing passage through a lock on the Trent-Severn Waterway. These permits allow passage through lock stations during normal hours of operation and may be purchased at many marinas, tourist information centres and most lock stations. Advance purchase will reduce locking time. A special permit is issued free to any pleasure craft 24 feet (7.3 m) in length or under, owned and operated by a Canadian citizen 65 years of age or over.

50 A special permit for a vessel of a federal, provincial, or municipal agency that is used on a canal on official business may be obtained, without payment of the toll charge, from the canal offices upon written request.

51 **Speed restrictions.** — Certain sections of the Trent-Severn Waterway have enforced speed limits. These sections are generally marked by signs either on buoys anchored on the edge of the channel or on sign posts along the shoreline. These speed limit areas have been proclaimed by law under the *Boating Restriction Regulations* of the *Canada Shipping Act* and violators will be prosecuted by law enforcement agencies. For further information concerning speed restrictions see the section in this chapter on Regulations.

52 Boaters are requested to pay particular attention to signs regarding the limiting of wash from vessels.

53 **Caution.** — **Swimmers.** — 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.

## TABLE OF MILEAGES

Locality	Distance (Statute Miles)	Locality	Distance (Statute Miles)
Trenton — Dundas St. highway swing bridge	00.00	Bridgenorth — Chemung Lake Bridge	133.68
Frankford lock (lock 6)	07.26	Bobcaygeon lock (lock 32)	138.21
Glen Ross lock (lock 7)	13.82	Fenelon Falls lock (lock 34)	153.61
Campbellford bridge	31.13	Lindsay lock (lock 33)	156.35
Healey Falls — flight locks	36.51	Rosedale lock (lock 35)	157.17
Trent Bridge	43.50	Kirkfield lift lock (lock 36)	169.36
Hastings lock (lock 18)	51.13	Entrance to Lake Simcoe	182.20
Bensfort Bridge	76.55	Port Perry	183.00
Peterborough lift lock (lock 21)	90.10	Atherley — high level bridge	197.57
Lakefield lock (lock 26)	98.72	Couchiching lock (lock 42)	209.89
Youngs Point lock (lock 27)	104.47	Swift Rapids lock (lock 43)	224.45
Burleigh Falls lock (lock 28)	112.96	Big Chute — marine railways	232.45
Buckhorn lock (lock 31)	120.66	Port Severn lock (lock 45)	240.55

## 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
Old Marine railway	32.5 feet (9.9 m)
New Marine railway	Length of vessels of standard
Big Chute to Georgian Bay	build not exceeding
Murray Canal	21 foot (6.4 m) beam
Scugog Branch	Length of square-built scows
Sturgeon Lake to	110 feet (33.5 m)
Port Perry	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)
	Marine Railways at Big Chute
	Maximum size of vessels:
	Old Marine railway—
	Length
	50 feet (15.2 m)
	Beam
	13 feet (4 m)
	Draught
	4 feet (1.2 m)
	Weight
	18 tonnes
	New Marine railway—
	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
	25 feet (7.6 m)
Overhead Clearances	
Trenton to Georgian Bay	22 feet (6.7 m)
Lindsay to Port Perry	10 feet (3 m)

54 **Approach wharves.** — Certain portions of entrance walls at locks are designated as approach wharves. Each approach wharf is marked by a sign having a white letter A on a blue background. A horizontal blue band is painted on the wharf as an additional means of identification. The purpose of these approach wharves is to provide mooring space for vessels while they are waiting to be locked. No other use of the approach wharves is permitted during the operating day.

55 **Signals for locks and bridges.** — Three blasts of five seconds each should be sounded on a whistle, horn or siren to indicate to the lock-master or bridge-master your approach to a lock or bridge that requires to be opened. As most of the lockgates are manually operated, it is normal to open only one gate for small craft. If a boater for any reason desires both gates to be opened to facilitate the passage of a vessel in or out of the lock, he should signal by sounding four blasts of three seconds each.

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

57 At several locks red-green traffic lights have been installed to provide control of vessels. No vessel shall pass a limit of approach sign unless the light is green. A flashing red light means the lock is being prepared for your vessel.

58 **Fire prevention.** — During a lock operation boaters are required to refrain from smoking, not to idle engines, not to use open flame appliances and not to restart their motors until instructed by the lock operator.

59 **Control dams.** — White and orange log booms are situated above the water control dams in the waterway. These booms are placed to advise boaters that danger exists due to currents and undertow. Boaters should navigate with caution when near these areas.

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

61 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.

62 **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 weekly in Notices to Mariners. It is dangerous to continue the use of a chart when it has been cancelled by a new edition.

63 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.

64 **Reliance on a chart.** — The value of a chart depends to a great extent on the accuracy and detail of the surveys on which it is based.

65 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 concisely. For this reason some of the new editions and new charts will have source classification diagrams to graphically illustrate the type of survey data used in the construction of the chart.

66 The chart represents general conditions at the time of surveys and includes any changes that have been reported to the Canadian Hydrographic Service to the last edition date shown on the chart. Areas where sand or mud prevail, especially in the entrances and approaches to rivers and bays, are subject to continual change, therefore caution should be exercised when navigating in these areas.

67 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 reefs and pinnacle rocks.

68 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.

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

70 On new metric charts based on recent surveys, additional depth contours will be shown with fewer soundings. With those of the metric charts which contain 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.

71 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.

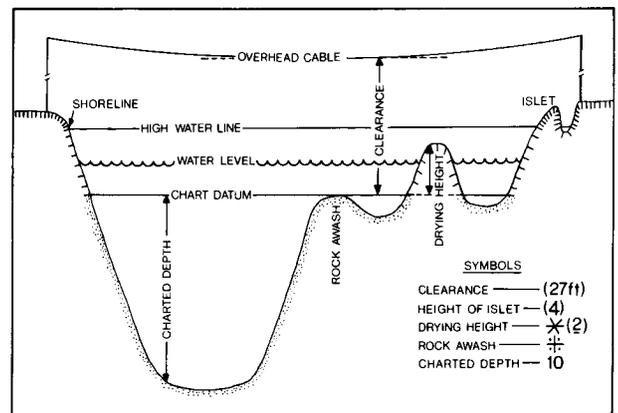
72 **Chart datum.** — The water level of a lake or river changes continuously due to variations in supply and discharge or meteorological disturbances. For reasons of safety, the depths on a published chart are referenced to a low water level, the value of which is chosen so that the water surface will seldom fall below it. This low water level is called *chart datum*.

73 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 chart index inside the front cover of this book and 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) 1955, which is a reference level

where zero is defined as the mean sea level at Pointe-au-Père, Québec.

74 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.

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



DATUM, HEIGHT AND CLEARANCE DIAGRAM

76 *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.

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

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

79 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.

80 **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.

81 The Canadian Hydrographic Service operates a network of voice-announcing gauges

throughout the Great Lakes. These gauges can be accessed by telephone, and the following is an example of the voice announcement:

“Automatic Announcing Service

Water level in centimetres

1 3 2

1 3 2

Chart datum is 100 centimetres

End of announcement”

82 The zero of the voice-announcing gauges is set 100 centimetres below chart datum because the gauge cannot measure negative numbers. Therefore, to convert the three digit water level to chart datum, simply subtract 100 centimetres from the announced reading. In the example above, the observed water level is 32 centimetres (about 1 foot) above chart datum.

83 The telephone number for the voice announcing gauge on Lake Huron at Goderich is (519) 524-8058.

84 Weekly mean water levels for the Goderich station are broadcast regularly by the Canadian Coast Guard marine radio stations. Monthly mean levels and a six month forecast for each of the Great Lakes is published free of charge by the Department of Fisheries and Oceans, Canadian Hydrographic Service, Burlington, Ontario. In addition, information about present or historical levels can be obtained by telephoning Burlington, (416) 336-4844, during office hours.

85 If water level information cannot be obtained from any of the above sources, the hydrograph printed on each chart can be used to give an approximate estimate of the water level and the probable range of values.

86 In order to determine the depth of water likely to be encountered, the boater should apply the observed, predicted, or estimated water level (relative to chart datum) to the charted depths.

87 **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.

88 **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 mile 87.34. This extreme situation seldom occurs and when it has happened it has been before the opening of navigation.

89 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

90 Fluctuations in water levels 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 time-scale that varies from hours to years.

91 **The 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 streamflow at the lake outlets. The water that returns to the atmosphere as water vapour forms clouds and eventually precipitation, thus repeating the cycle.

92 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.

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

94 **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.

95 **Wind set-up.** — If the wind blows over a lake from the same direction for a period of several hours, the water level at the downwind end of the lake increases. The difference in water level between the two ends of the lake is related to the length, shape and depth of the lake, and the duration and speed of the wind. The change in water level is greatest when a strong wind blows over a long and narrow, shallow lake for a long time.

96 **Storm surges.** — Storm surges are pronounced changes 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 travelling over the water surface can cause a long surface wave to travel with it. This wave may steepen and grow as a result of shoaling water and of funnelling by shoreline configuration.

97 **Seiches.** — A seiche is the oscillation of water in a closed or semi-closed basin, and is frequently observed in harbours, bays and lakes. A seiche is usually initiated by wind set-up or storm surges, and causes the water to slosh back and forth until the oscillation is damped out by friction.

98 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 longitudinal seiche period is

approximately 14 hours for Lake Erie, for example, and 5 hours for Lake Ontario. Seiches generally last for only a few oscillations, but may be frequently regenerated.

99 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).

100 **Astronomical.** — 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

101 **Currents.** — Wind-driven currents are the dominant surface circulation in the Great Lakes. Since the speed and direction of wind-driven currents depend on the wind which creates them, they are very difficult to predict. In most cases, however, the direction of wind-driven currents in open water is between 0° and 70° to the right of wind direction and the rate is about 1 to 2 per cent of the wind speed. In some instances the surface current may continue for a time after the wind has stopped.

102 The speed and direction of currents at a given location and time are also dependent on many other factors including the depth and shape of the lake, the difference in temperature between the air and the surface water, and the presence or absence of layers of water at different temperatures. Current speed also generally increases from spring to fall, due to higher wind speeds in the fall and to the change in air-water temperature differences.

103 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.

104 **Caution.** — In the channel below Big Chute marine railways 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

105 **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.

106 Located near the continental centre of North America, the Great Lakes area becomes the convergence point for diverse air masses from the Arctic Ocean, Pacific Ocean, western North America, Gulf of Mexico and the Atlantic Ocean, and the clear skies usually associated with high pressure systems are interrupted every few days by the passage of low pressure systems, characterized by overcast skies and precipitation. These rapid and marked weather changes occur during all seasons.

107 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. The most frequent severe weather is generally experienced in late fall and winter.

108 The usual sequence of changing weather conditions associated with the passage of a low pressure area depends upon the location of the observer relative to the track of the centre.

109 In the area covered by this volume most storm centres will be passing north of the observer from west to east, in which case the approach of the low is indicated by falling barometric pressure, a wind shift to the south or SE, a gradually lowering cloud level, and drizzle, rain or snow. The wind veers more to the SW at the warm front, and precipitation diminishes as the temperature rises. 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 west or NW and sometimes sudden squalls, heavy showers and thunderstorms. After the passage of the cold front the barometer rises rapidly, usually with clear weather and a drop in temperature.

110 For an observer north of the track of the centre of the weather system the changes in the weather are not as rapid or as distinctive. 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.

111 The more destructive 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 milder, rarely producing severe gales.

112 Climatological statistics for three stations along the route are given here, 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.

113 **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.

114 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.

**TRENTON, ONTARIO, 44°07'N., 77°32'W.**

Month	Mean Sea Level Pressure	Temperature					Precipitation		Days with					Wind Direction								Mean Wind Speed	Strongest Wind Speed	
		Average	Mean Daily		Extreme		Total	Max. in 24 Hrs.	Rain	Snow	Precipitation	Fog	Thunder	% of Observations From										
			Max.	Min.	Max.	Min.								N	NE	E	SE	S	SW	W	NW			Calm
	kPa	°C	°C	°C	°C	°C	mm	mm						N	NE	E	SE	S	SW	W	NW	Calm	Knots	Knots
January	101.7	-7.6	-2.8	-12.2	14.4	-31.7	68.9	54.2	5	13	16	1.7	*	10	15	6	3	5	14	23	15	9	9.7	48.1
February	101.6	-6.5	-1.7	-11.2	13.3	-32.2	57.0	34.3	4	11	13	1.8	*	10	14	8	3	6	14	21	15	9	9.7	40.0
March	101.5	-1.0	3.4	-5.4	22.8	-28.9	72.0	58.2	7	8	13	2.5	1	9	14	11	4	6	14	18	15	9	9.7	56.7
April	101.5	6.4	11.6	1.2	27.2	-14.4	76.1	40.6	10	2	12	2.7	2	10	10	10	5	8	20	14	15	8	9.2	41.0
May	101.5	12.5	18.0	6.9	33.3	-6.1	73.0	71.1	11	*	11	2.0	3	9	8	8	5	13	27	11	10	9	8.1	34.6
June	101.4	17.8	23.3	12.2	35.6	1.1	63.7	56.4	10	0	10	1.6	6	8	6	5	4	16	29	10	11	11	7.6	48.1
July	101.4	20.6	26.0	15.1	38.9	5.6	60.9	70.6	9	0	9	1.9	6	8	6	3	3	14	32	11	11	12	7.6	34.6
August	101.5	19.7	25.1	14.2	36.1	3.3	71.9	72.0	9	0	9	2.1	6	10	7	4	4	12	27	11	11	14	7.0	34.0
September	101.7	15.3	20.7	9.9	35.0	-4.6	72.8	64.5	10	0	10	2.8	4	12	10	5	5	12	21	11	11	13	7.6	34.6
October	101.7	9.2	14.2	4.1	25.6	-8.3	70.1	64.5	11	*	11	3.6	1	10	11	6	6	10	20	14	12	11	8.1	38.9
November	101.6	3.2	7.1	-0.9	22.8	-19.4	86.1	40.4	11	4	14	2.5	1	10	13	7	6	8	18	18	11	9	9.2	40.0
December	101.7	-4.5	-0.2	-8.7	13.9	-30.6	82.9	97.0	7	11	16	2.4	*	12	17	8	3	6	14	17	14	9	9.2	37.3
Annual means	101.6	7.1	12.1	2.1										9	11	7	4	10	21	15	13	10	8.6	
Totals							855.4	97.0	104	49	144	27.6	30											
Extremes					38.9	-32.2																		56.7
No. of Years of Observations	28	30	30	30	30	30	30	30	30	30	30	24	24	26	26	26	26	26	26	26	26	26	26	26

No. of Days column under Precipitation indicates days with fall of 0.2 mm or more.  
 \* Indicates less than half a day.

**PETERBOROUGH, ONTARIO, 44°14'N., 78°21'W.**

Month	Mean Sea Level Pressure	Temperature					Precipitation		Days with					Wind Direction										Mean Wind Speed	Strongest Wind Speed
		Average	Mean Daily		Extreme		Total	Max. in 24 Hrs.	Rain	Snow	Precipitation	Fog	Thunder	% of Observations From											
			Max.	Min.	Max.	Min.								N	NE	E	SE	S	SW	W	NW	Calm			
																							°C		
kPa	°C	°C	°C	°C	°C	mm	mm															knots	knots		
January	101.5	-9.3	-3.5	-15.0	11.1	-37.1	44.1	32.3	4	15	16				5	11	7	4	7	20	24	12	10	7.2	34.5
February	101.7	-8.5	-2.5	-14.3	9.5	-37.8	48.9	27.2	5	11	13				6	10	7	4	8	17	24	12	12	6.7	31.3
March	101.5	-2.5	2.9	-7.8	22.1	-29.1	62.9	61.3	7	7	12				5	8	12	5	8	11	28	13	10	7.5	30.2
April	101.4	6.0	11.5	0.3	27.8	-15.0	71.8	46.7	11	3	12				7	8	9	5	11	11	25	17	7	8.0	37.8
May	101.4	12.1	18.8	5.3	31.7	-3.7	57.1	33.8	12	0	12				7	8	9	6	14	11	21	10	14	6.2	27.5
June	101.4	16.8	23.8	9.7	31.7	-0.7	60.4	32.3	10	0	10				6	6	6	7	18	13	19	9	16	5.7	23.5
July	101.4	19.2	26.4	12.0	35.2	4.4	77.9	73.4	10	0	10				6	3	3	4	18	15	22	11	18	4.9	22.7
August	101.6	18.1	25.4	10.8	33.9	0.0	74.2	62.5	10	0	10				6	6	4	4	15	14	19	9	23	4.5	24.8
September	101.7	14.0	21.1	6.8	33.3	-4.4	72.9	45.8	11	0	11				8	9	6	5	14	14	17	10	17	5.1	22.7
October	101.8	7.9	14.2	1.6	28.9	-9.4	59.9	37.8	12	1	12				7	8	7	6	13	15	16	11	17	5.6	25.9
November	101.6	2.1	6.5	-2.3	22.8	-17.6	69.4	28.7	11	6	15				7	9	9	5	10	18	20	11	11	6.4	40.0
December	101.7	-6.0	-1.0	-10.9	13.3	-33.9	74.3	39.4	7	14	17				7	12	11	3	7	19	16	12	13	6.4	28.0
Annual Means	101.6	5.8	12.0	-0.3											6	8	9	5	12	15	20	11	14	6.2	
Totals							773.8		110	57	150														
Extremes					35.2	-37.8		73.4																	37.8
No. of Years of Observations		12	12	12	12	12	12	12							12	12	12	12	12	12	12	12	12	12	12

\*No. of Days column under Precipitation indicates days with fall of 0.2 mm or more.

**MUSKOKA, ONTARIO, 44°58'N., 79°18'W.**

Month	Mean Sea Level Pressure	Temperature					Precipitation		Days with					Wind Direction								Mean Wind Speed	Strongest Wind Speed		
		Average	Mean Daily		Extreme		Total	Max. in 24 Hrs.	Rain	Snow	Precipitation	Fog	Thunder	% of Observations From											
			Max.	Min.	Max.	Min.								N	NE	E	SE	S	SW	W	NW			Calm	
																									°C
	kPa	°C	°C	°C	°C	°C	mm	mm																Knots	Knots
January	101.7	-10.4	-5.1	-15.7	13.9	-39.8	85.9	35.1	3	19	20	5.1	*	12	4	7	15	21	9	10	20	3	7.9	36.7	
February	101.6	-9.6	-3.7	-15.4	10.6	-41.5	62.4	49.8	3	14	15	4.1	*	13	6	8	14	15	5	18	17	4	7.8	35.6	
March	101.6	-3.8	1.6	-9.2	25.6	-34.3	66.3	44.0	6	11	15	3.9	1	12	6	8	14	15	5	19	17	4	8.3	34.5	
April	101.5	4.5	10.3	-1.4	28.9	-21.1	73.3	43.2	10	4	12	4.0	2	14	6	8	14	15	5	21	14	3	8.5	30.2	
May	101.5	10.9	17.6	4.1	31.7	-7.8	77.8	40.6	11	1	12	3.5	3	10	5	7	12	19	6	24	13	4	7.7	24.8	
June	101.4	15.9	22.5	9.3	35.0	-2.2	81.9	115.1	11	0	11	5.1	5	9	4	5	10	22	7	26	12	5	7.0	30.2	
July	101.5	18.3	24.8	11.8	33.9	1.7	77.5	77.0	10	0	10	5.4	5	10	4	5	8	19	7	30	12	5	6.4	27.0	
August	101.6	17.4	23.7	11.0	35.0	-1.1	89.0	52.3	11	0	11	5.6	5	10	5	6	10	18	8	24	13	6	6.3	22.7	
September	101.7	13.2	19.2	7.2	34.4	-5.0	102.4	59.2	13	0	13	6.3	4	11	4	7	13	23	7	17	13	5	6.7	24.8	
October	101.7	7.5	12.9	2.1	27.8	-11.1	93.9	84.3	12	1	13	5.8	2	11	4	7	17	25	8	13	12	3	7.6	32.4	
November	101.6	1.1	5.0	-2.9	24.4	-22.2	101.0	39.4	10	9	17	4.0	*	12	5	7	18	19	10	12	14	3	8.0	30.2	
December	101.7	-7.1	-2.3	-11.8	16.0	-41.1	97.8	49.3	6	18	20	3.4	*	14	5	8	17	19	9	8	16	4	7.9	32.4	
<b>Annual means</b>	101.6	4.8	10.5	-0.9										11	5	7	13	19	7	19	15	4	7.5		
<b>Totals</b>					35.0	-41.5	1009.2	115.1	106	77	169	56.2	27												
<b>Extremes</b>																								36.7	
<b>No. of Years of Observations</b>	30	30	30	30	42	42	30	45				20	24	26	26	26	26	26	26	26	26	26	26	26	26

No. of Days column under Precipitation indicates days with fall of 0.2 mm or more.  
 \* Indicates less than half a day.

115 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. In addition, a constriction at the windward side can also cause a funnelling effect and an increase in wind and wind effects. The presence of islands, however, helps to reduce the wind force and offers some shelter.

116 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.

117 **Tornadoes.** — These are rare in southern Ontario, but an average of one tornado per year is likely to cause damage somewhere in the area covered by this volume. 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.

118 **Weather reports.** — The Canadian Coast Guard radio station at Toronto provides the marine weather forecasts for Lake Simcoe on Channel 21B (161.65 MHz) through a relay station at Orillia. This broadcast from station VBG is continuous and includes marine area forecasts in *MAFOR* code and plain language, near-shore forecasts for small craft, and reported weather at selected sites.

119 Marine weather forecasts and warnings are also broadcast continuously on Channel W2 (162.4 MHz) by the *WeatherRadio Canada* station at Collingwood. Transmissions cover the southern part of Georgian Bay to Lake Simcoe inclusive, with reception expected within 33 to 66 miles of the transmitter located at Blue Mountain, Collingwood.

120 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:

Belleville	CJBQ	800 kHz
Belleville	CIGL-FM	97.1 MHz
Midland	CKMP	1230 kHz
Orillia	CFOR	1570 kHz
Peterborough	CKPT	1420 kHz
Peterborough	CKQM-FM	105.1 MHz

121 In addition, weather information for the waterway may be obtained daily from 0600 to 1530 (0600 to 1330 on weekends) from the Environment Canada Weather Office at Peterborough, telephone (705) 743-5852.

122 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.

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

## PUBLICATIONS

124 **Publications.** — In addition to charts for the area and this Small Craft Guide, there are several other publications of use to the boater. Except as otherwise noted, the publications listed at the beginning of this book and below can be obtained from the Hydrographic Chart Distribution Office, Department of Fisheries and Oceans, 1675 Russell Road, P.O. Box 8080, Ottawa, Ontario, Canada, K1G 3H6.

125 *Catalogue of Nautical Charts and Related Publications — Great Lakes* 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 addresses. Canadian nautical publications and where they can be obtained are also listed. This catalogue is up-dated frequently by the Canadian Hydrographic Service.

126 *Monthly Water Level Bulletin — Great Lakes and Montréal Harbour* is issued free of charge by the Canadian Hydrographic Service. It contains hydrographs of monthly mean levels and predictions of probable levels for the following six months. Copies can be obtained from the Tides, Currents and Water Levels Section, Canadian Hydrographic Service, 867 Lakeshore Road, Burlington, Ontario, L7R 4A6, or by calling the water level information line at (416) 336-4844 during office hours.

127 *Ontario Boating* and other tourist information is available free of charge from the Ministry of Tourism and Recreation, Province of

Ontario, Queen's Park, Toronto, Ontario, Canada, M7A 2E5.

128 **Marine weather information for small craft.** — A folder titled *Marine Weather Services* is published each year by Environment Canada. The folder contains information on Canadian Coast Guard, United States National Weather Service, and commercial radio stations in Ontario with respect to the broadcasting of marine weather reports and forecasts for the Great Lakes. The MAFOR code is explained and selected weather reporting sites are listed. The folder is available free of charge from: The Port Meteorological Officer, 25 St. Clair Avenue East, 3rd Floor, Toronto, Ontario, M4T 1M2.

## REGULATIONS

129 **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.

130 Copies of Canadian Government regulations are available by mail from the Canadian Government Publishing Centre, Supply and Services Canada, Hull, Québec, K1A 0S9.

131 **Collision Regulations.** — Brief extracts of the rules of the road for small craft are contained in the *Safe Boating Guide* issued free of charge by the Canadian Coast Guard; see the section on *Publications* at the front of this book. For full details of the collision regulations for small craft, boaters should obtain a copy of the *Canadian Collision Regulations (1983)*.

132 **Small Vessel Regulations** — These regulations of the *Canada Shipping Act* apply to vessels that are principally maintained or operated in Canada, and cover licensing and equipment requirements as well as details of the regulations for prevention of collision between small vessels.

133 **Speed regulations.** — Speed limits for certain areas covered by this volume have been proclaimed by law under the *Boating Restriction Regulations* of the *Canada Shipping Act*, 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.

134 The following is taken from Section 233 of the *Criminal Code of Canada* and applies to all Canadian waters: Everyone who operates "a vessel or any water skis, surfboard, water sled or other towed object on or over any of the internal waters or territorial sea of Canada, in a manner that is dangerous to the public, having regard to all the circumstances including the nature and condition of such waters or sea and the use that at the time is or might reasonably be expected to be made of such waters or sea", is guilty of: —

- (a) an indictable offence and is liable to imprisonment for two years, or
- (b) an offence punishable on summary conviction.

135 **Aids to Navigation Protection Regulations.** — Persons in charge of vessels that accidentally damage or move an aid to navigation, that is a buoy, beacon or lighthouse, must report the fact to the nearest District Manager of the Canadian Coast Guard. Failure to do so, or to deliberately damage or move an aid to navigation, is an offence.

136 **Radar reflectors.** — Every vessel that is less than 20 m (65.6 ft) in length or is constructed primarily of non-metallic material shall be provided with a passive radar reflector. Compliance with this regulation (*Rule 40* of the *Collision Regulations*) is not required where such compliance is not essential for the safety of the vessel or is impracticable. For further details see the publication *Safe Boating Guide*.

137 **Pollution regulations.** — The attention of boaters is drawn to the provisions of the *Oil Pollution Prevention Regulations*, *Garbage Pollution Prevention Regulations* and *Pollutant Substances Regulations*. 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.

<sup>138</sup> **Boating Regulation.** — The *Boating Regulation*, administered by the Ministry of the Environment, Province of Ontario, is designed to eliminate the discharge of sewage from pleasure craft into Ontario's waters. In brief, the Regulation is as follows:

<sup>139</sup> 1. Sewage in all pleasure craft must be retained in suitable equipment.

<sup>140</sup> 2. Equipment suitable for the purpose of the Regulation includes:

- a) Retention devices with or without recirculation features which retain all toilet waste for disposal ashore.
- b) Incineration devices which reduce to ash all sewage and toilet waste.

<sup>141</sup> 3. Suitable equipment shall

- a) be non-portable,
- b) be constructed of structurally sound material,
- c) have adequate capacity for expected use,
- d) be properly installed, and
- e) in the case of storage devices be equipped with the necessary pipes and fitting conveniently located for pump-out by shore-based facilities. (Although not specified, a pump-out deck fitting with 1½ inch diameter National Pipe Thread (NPT) is commonly used.)

Individual approval of equipment is not required, but boats are subject to routine inspection by Ministry staff. Approval stickers will be issued to the owners of boats that are found to be in compliance.

<sup>142</sup> Ontario Provincial Police and Royal Canadian Mounted Police have also been empowered to inspect craft on behalf of the Ministry. Violators may be fined up to \$5,000.00 on a first offence and \$10,000.00 thereafter.

<sup>143</sup> More information may be obtained from the Ontario Ministry of the Environment, 135 St. Clair Avenue West, 6th floor, Toronto, Ontario, M4V 1P5, telephone (416) 965-7117.

<sup>144</sup> **Public Harbour Regulations.** — These regulations control the operation of all vessels within areas designated as Public Harbours. Among other things, these regulations do not

allow any person to encumber the water or the shore or to endanger or unduly obstruct navigation. No vessel is allowed to encumber the channels or berths at the wharves or to obstruct or impede navigation or the safe docking or undocking of vessels. Nor is any vessel to navigate within 300 m of the shore at a speed exceeding 7 knots.

<sup>145</sup> **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 and detail information about the various Open Seasons and licence requirements for both visitors and residents.

<sup>146</sup> **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.

<sup>147</sup> 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.

<sup>148</sup> 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.

<sup>149</sup> When making purchases on an Indian Reserve it will be useful to remember that:

<sup>150</sup> (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.

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

152 (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

153 **Range daymarks.** — Unless otherwise stated the daymarks for leading lights described in the geographical chapters of this publication are of the shape for typical range daymarks as shown in the coloured diagram reproduced here from *The Canadian Aids to Navigation System*, published by the Canadian Coast Guard.

154 **Buoys. — Caution.** — 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 storm, ice, collision, or topographical features such as shoals, reefs, or ledges, that tend to render the buoy easily displaced. Boaters 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.

155 Large areas of Canadian navigable waters freeze over in the winter season and many buoys are lifted for the ice season. Some of these are replaced by spar buoys or other types of buoys, and details of winter aids to navigation are promulgated in *Canadian Notices to Mariners*. The movement of ice in an area and the operation of icebreakers have been known to move buoys from their charted positions.

156 In some instances where it is necessary to establish a buoy in close proximity to an existing aid to navigation or navigational hazard, such as a shoal, sounding, reef or ledge, the buoy symbol may be offset slightly on the chart so that the existing aids symbol or hazard depicted on the chart will not be overprinted.

157 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.

158 **Buoyage. — General.** — The Canadian buoyage system is based on *System B* of the aids to navigation systems developed by the *International Association of Lighthouse Authorities* and adopted by all major maritime nations.

159 A combined lateral and cardinal system of buoyage, as illustrated here in the coloured diagram, is used in Canadian waters. The shape and/or colour of the buoy and the colour and the flash characteristic of the light indicate the function of the buoy. Mariners are required to use the proper navigation charts with these systems. *Chart 1, Symbols and Abbreviations*, also explains the buoy symbols used on Canadian Charts.

160 **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 tide. Along the small craft routes, the upstream direction is shown on the charts by arrowheads on the solid red line marking the usual track followed.

161 There are four types of buoys in the lateral system: *port hand*, *starboard hand*, *bifurcation* and *fairway*.

162 A **PORT HAND BUOY** marks the port (left) hand side of a channel or the location of a danger which must be kept on the vessel's port side when proceeding upstream. It is green in colour and:

- (a) If lighted, will display a green flashing (Fl) or quick flashing (Q) light.
- (b) If it does not display a light it has a flat top.
- (c) May display green reflective material.

163 A **STARBOARD HAND BUOY** marks the starboard (right) hand side of a channel or the location of a danger which must be kept on the vessel's starboard side when proceeding upstream. It is red in colour, and:

# THE CANADIAN AIDS TO NAVIGATION SYSTEM LE SYSTÈME CANADIEN D'AIDES À LA NAVIGATION

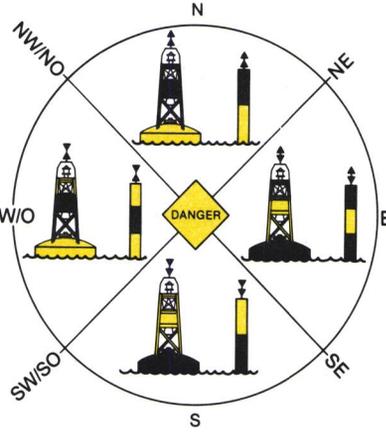
## LATERAL BUOYS / BOUÉES LATÉRALES

<p><b>PORT HAND</b> GREEN WITH ODD NUMBER</p> 	<p><b>BÂBORD</b> VERTE AVEC NUMÉRO IMPAIR</p> 	<p><b>STARBOARD HAND</b> RED WITH EVEN NUMBER</p> 	<p><b>TRIBORD</b> ROUGE AVEC NUMÉRO PAIR</p> 
<p><b>PORT BIFURCATION</b> GREEN WITH ONE RED BAND</p> 		<p><b>STARBOARD BIFURCATION</b> RED WITH ONE GREEN BAND</p> 	
<p><b>FAIRWAY</b> RED &amp; WHITE VERTICAL STRIPES</p> 		<p><b>MI-CHENAL</b> BANDES VERTICALES ROUGES ET BLANCHES</p> 	

	LIGHT CHARACTERS CARACTÈRES DU FEU	CHART SYMBOLS SIGNES CONVENTIONNELS DE CARTES
<b>PORT BÂBORD</b>	0 sec 4 8 12 16 (FI) 4S OR/OU 0 sec 5 10 15 (Q) 1S	   
<b>STARBOARD TRIBORD</b>	0 sec 4 8 12 16 (FI) 4S OR/OU 0 sec 5 10 15 (Q) 1S	   
<b>BIFURCATION PORT BÂBORD</b>	0 sec 6 12 18 FI(2 + 1)S OR/OU 0 sec 6 12 18 FI(2 + 1)S	   
<b>BIFURCATION STARBOARD TRIBORD</b>	0 sec 6 12 18 FI(2 + 1)S OR/OU 0 sec 6 12 18 FI(2 + 1)S	   
<b>FAIRWAY MI-CHENAL</b>	0 sec 6 12 Mo (A) 8S OR/OU 0 sec 10 (LF) 10S	   

## CARDINAL BUOYS / BOUÉES CARDINALES

TOPMARK SHAPE HAS SIGNIFICANCE. NO NUMBERS, MAY BE LETTERED. MAY CARRY WHITE LIGHT.  
FORME DU VOYANT À UNE SIGNIFICATION. NE PORTE PAS DE NUMÉRO, PEUT PORTER DES LETTRES, PEUT PORTER UN FEU BLANC.



<b>N</b>	0 sec 5 10 15 (Q) 1S OR/OU 0 sec 5 10 15 (VQ) .5S	   
<b>E</b>	0 sec 10 Q(3)10S OR/OU 0 sec 5 10 15 VQ(3)5S	   
<b>S</b>	0 sec 15 (Q) (8) + LFI) 15S OR/OU 0 sec 10 (VQ) (8) + LFI) 10S	   
<b>W</b>	0 sec 15 Q(8)15S OR/OU 0 sec 10 VQ(8)10S	   

## SPECIAL BUOYS / BOUÉES SPÉCIALES

NO SHAPE SIGNIFICANCE, NO NUMBERS, MAY BE LETTERED, MAY CARRY A YELLOW LIGHT.  
FORME SANS SIGNIFICATION, NE PORTE PAS DE NUMÉRO, PEUT PORTER DES LETTRES, PEUT PORTER UN FEU JAUNE.

<p><b>CAUTIONARY AVERTISSEMENT</b></p>  OR OU	<p><b>SCIENTIFIC (ODAS) SCIENTIFIQUE (SADO)</b></p>  OR OU	<p><b>CONTROL CONTRÔLE</b></p>  OR OU	<p><b>INFORMATION RENSEIGNEMENTS</b></p>  OR OU
<p><b>ANCHORAGE MOUILLAGE</b></p>  OR OU	<p><b>MOORING AMARRAGE</b></p>  OR OU	<p><b>SWIMMING NATATION</b></p>  OR OU	<p><b>DIVING PLONGÉE</b></p>  OR OU

## STANDARD DAYBEACONS / BALISES DE JOUR ORDINAIRES

<p><b>PORT HAND/BÂBORD</b></p> 	<p><b>JUNCTION/JONCTION</b> (Preferred channel to right) (Chenal préféré à droite)</p> 	<p><b>JUNCTION/JONCTION</b> (Preferred channel to left) (Chenal préféré à gauche)</p> 	<p><b>STARBOARD HAND/TRIBORD</b></p> 
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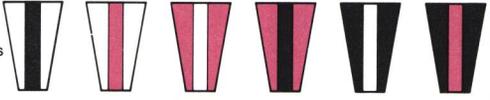
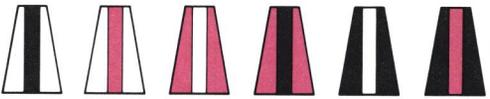
## NO ANCHORAGE / MOUILLAGE INTERDIT



## DAYMARKS FOR MINOR LIGHTED AIDS / MARQUES DE JOUR POUR LES AIDES LUMINEUSES SECONDAIRES

<p><b>DAYMARK MARQUE DE JOUR</b></p>   	<p><b>DIRECTIONAL SYMBOLS SIGNES DE DIRECTION</b></p>    
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## RANGE DAYMARKS / MARQUES DE JOUR D'ALIGNEMENT

<p><b>REAR POSTÉRIEURES</b></p> 	<p><b>FRONT ANTÉRIEURES</b></p> 
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- (a) If lighted, will display a red flashing (Fl) or quick flashing (Q) light.
- (b) If it does not display a light, it has a pointed top.
- (c) May display red reflective material.

<sup>164</sup> A *BIFURCATION BUOY* marks channel junctions, middlegrounds, shoals, wrecks or other obstructions which may be passed on either side when proceeding upstream. This buoy is either red with a green band or green with a red band, and:

- (a) If the buoy is red with a green band, the preferred channel will be followed by keeping the buoy on the starboard hand when proceeding upstream. If the buoy is green with a red band, the preferred channel will be followed by keeping the buoy on the port hand when proceeding upstream.
- (b) If lighted, will display a red or green (depending on preferred channel) composite group flashing light [Fl(2+1)6S] or [Fl(2+1)10S].
- (c) A red buoy with a green band may display red reflective material.
- (d) A green buoy with a red band may display green reflective material.

<sup>165</sup> A *FAIRWAY BUOY* indicates safe water around the buoy (landfalls or fairways and midchannels). This buoy may be passed on either side when used to mark a fairway. When used as a mid-channel buoy it should be kept on the port hand side when proceeding upstream or downstream. It is red and white vertically striped, and:

- (a) If lighted, will display a white light flashing a Morse Code letter A [Mo(A)] or a long flash (L Fl) characteristic.
- (b) If it does not display a light it has a spherical top.
- (c) May display white reflective material.

<sup>166</sup> **The Cardinal System of buoyage** indicates the relative location of the safest or deepest water by reference to the cardinal point of the compass, using buoys of defined shape, colour or light characteristic.

<sup>167</sup> There are four cardinal buoys, one for each cardinal point on the compass. When using

cardinal buoys, keep to the named side of the buoy (e.g. to the North of the North Cardinal Buoy) and consult the chart for details of the danger. Cardinal buoys are yellow and black and may be lighted buoys or spar buoys. When lighted, the lights are white. All cardinal buoys are surmounted by topmarks consisting of two black cones.

<sup>168</sup> A *NORTH CARDINAL BUOY* indicates safe water to the North of the buoy. This buoy has two horizontal bands, the upper is black and the lower is yellow, and:

- (a) has two black cones pointed upward for a topmark.
- (b) If lighted, will show a white quick (Q) or very quick (VQ) flashing light.
- (c) May display white reflective material.

<sup>169</sup> A *SOUTH CARDINAL BUOY* indicates safe water to the South of the buoy. This buoy has two horizontal bands, the upper is yellow and the lower is black, and:

- (a) has two black cones pointing downward for a topmark.
- (b) If lighted, will show a white group flashing light of 6 quick flashes followed by a single long flash [Q(6)+L Fl 15S], or 6 very quick flashes followed by a single long flash [VQ(6)+L Fl 10S].
- (c) May display white reflective material.

<sup>170</sup> A *EAST CARDINAL BUOY* indicates safe water to the East of the buoy. This buoy is black with a yellow band, and:

- (a) has two black cones base to base for a topmark.
- (b) If lighted, will show a white group flashing light of 3 quick flashes [Q(3)10S] or 3 very quick flashes [VQ(3)5S].
- (c) May display white reflective material.

<sup>171</sup> A *WEST CARDINAL BUOY* indicates safe water to the West of the buoy. This buoy is yellow with a black band, and:

- (a) has two black cones point to point for a topmark.
- (b) If lighted, will show a white group flashing light of 9 quick flashes [Q(9)15S] or 9 very quick flashes [VQ(9)10S].

(c) May display white reflective material.

172 **Special Purpose Buoys.** — There are a number of special purpose buoys used in Canadian waters which do not have lateral or cardinal significance. They may be a variety of shapes of lighted and unlighted buoys. They may display yellow reflective material. Except for the Scientific buoy, all special purpose buoys may display a yellow flashing (Fl) light.

173 AN *ANCHORAGE BUOY* is used to mark the boundary of a designated anchorage area. It is yellow in colour and displays a black anchor symbol on its upper half.

174 A *CAUTIONARY BUOY* is used to mark dangers such as military exercise areas, underwater pipelines, race courses, seaplane bases and areas where no through channel exists. It is yellow in colour.

175 A *MOORING BUOY* is used for mooring or securing vessels or seaplanes. It is white, with orange on the top  $\frac{1}{3}$  of the above water portion of the buoy.

176 A *KEEP-OUT BUOY* is used to mark areas where boats are prohibited. It is white in colour with an orange diamond containing an orange cross displayed on its upper half, and an orange horizontal band above and below the diamond.

177 A *CONTROL BUOY* is used to indicate speed limits, wash restrictions, etc. It is white in colour with an orange circle displayed on its upper half and an orange horizontal band above and below the circle. The purpose of the buoy is indicated by the symbol displayed inside the circle. Explanations of the various symbols are contained in the *Boating Restriction Regulations*.

178 AN *INFORMATION BUOY* is used to display information such as locality, name, marina, campsite, etc. It is white in colour with an orange square displayed on its upper half and an orange horizontal band above and below the square.

179 A *SWIMMING BUOY* is used to mark the perimeter of a designated swimming area. It is white in colour and has no additional markings.

180 A *DIVING BUOY* is used to indicate that diving activity is present. It is white in colour and

surmounted by a red flag with a white diagonal stripe.

181 A *SCIENTIFIC (ODAS) BUOY* is used to indicate a scientific, meteorological or oceanographic station. It is yellow in colour and if lighted will display a yellow group flashing light of 5 flashes [Fl(5)].

182 **Buoy numbering.** — Only starboard and port hand buoys are numbered. They may also display names. Starboard hand buoys are even numbered, port hand buoys are odd numbered. Numbers increase in the upstream direction and are kept in approximate sequence on both sides of a channel by omitting numbers where required. Where numbers appear, they are usually preceded by a letter or letters to facilitate identification. Numbers are white or reflective silver. Other buoys may be identified by letters or names.

183 **Sound:** Buoys of all types may be fitted with bells or whistles that are activated by the motion of the buoy in the water.

184 **Radar reflectors:** Many buoys are fitted with radar reflectors to provide an effective reflective surface to reflect radar signals.

185 **Day beacons.** — Day beacons are sometimes used to mark channel entrances, approaches and bridges. The hand of day beacons, starboard or port hand, is determined in the same manner as that of buoys, and they will indicate the channel or the preferred channel.

186 **Racons.** — When an aid to navigation gives a poor radar return, equipment may be fitted to enhance the echo. Often this is done with a passive radar reflector, but sometimes a radar beacon is used. Such a radar beacon is known as a *Racon* and consists of a transmitter that responds to any radar signal that is received in certain frequencies. These Racons generally operate in the X-band radar frequencies, but some newer installations also respond to signals in the 10 cm or S-band.

187 **NOTE:** More information on aids to navigation is contained in the booklet *The Canadian Aids to Navigation System*, available from most chart distributors and from all Canadian Coast Guard offices.

## CABLES

188 **Overhead clearances. — Caution.** — The overhead clearances of bridges and power lines shown on the charts covered by this volume 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. Boaters should also be aware of the fact that 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 supporting pole, may not be so noticeable.

189 Boaters are further cautioned to allow extra clearance when passing under transmission lines carrying very high voltages. To avoid the dangers of possible electrical discharge when passing under such cables, boaters may have to allow a safe margin of at least 16 feet (5 m).

190 **Protection of submarine cables.** — Submarine cables carrying electric power or telephone communications cross the channel in many areas. The exact locations of most of these cables are shown on the charts, but newer cables may not be charted. Boaters should exercise every care to avoid anchoring or fishing near any cables in order to avoid any possibility of entanglement or damage.

191 If by misadventure an anchor has picked up or becomes attached to a cable and does not easily come loose no further attempt should be made to free it. When this happens it is much better to cut the anchor line and abandon the anchor rather than to run the risk of damage to the cable and death by electrocution.

192 Canadian charts no longer differentiate between high voltage power lines and other less lethal types of overhead or submarine wires, so all overhead lines and submarine cables must be treated with the same degree of caution.

## USE OF RADIO

193 **Radio.** — All VHF radios require an operating licence issued by Communications

Canada. This licence specifies which channels may legally be used and should be posted near the radio. All persons using a VHF radio must have an operator's certificate, also issued by Communications Canada. Further information may be obtained from Communications Canada, 55 St. Clair Avenue East, 9th Floor, Toronto, Ontario, M4T 1M2.

194 The Canadian Government maintains a voice-radio ship-to-shore communication system in the Great Lakes consisting of six Canadian Coast Guard Radio Stations with fifteen 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 ships and the shore.

195 Each Canadian Coast Guard Radio Station provides a *Continuous Marine Broadcast* service on either VHF Channel 21B (161.65 MHz) or Channel 83B (161.775 MHz). This service provides weather forecasts, *Near Shore* weather forecasts, ship and lighthouse weather observations, reports on dangers to navigation, water level conditions and other pertinent data of use to mariners.

196 Canadian Coast Guard Radio Stations also maintain a continuous watch on distress, safety and calling frequency Channel 16 (156.8 MHz). For full details boaters should consult *Radio Aids to Marine Navigation (Atlantic and Great Lakes)* or *Coast Guard Radio Handbook* published by the Canadian Coast Guard. Boaters can also call the nearest Coast Guard Radio Station on Channel 16 and request a working channel for any further information.

197 United States Coast Guard radio stations and United States Coast Guard vessels under way maintain a continuous watch on Channel 16 (156.8 MHz). This frequency may be used to transmit and receive distress, urgency and safety information. The United States Coast Guard working and broadcast frequency is Channel 22A (157.1 MHz), and all marine information broadcasts are made on this frequency. For full details mariners should consult the *United States*

*Coast Guard Light List, Volume IV — Great Lakes.*

198 **Radio medical advice.** — Masters of vessels may obtain medical advice by addressing a radiotelegram or radiotelephone call to “Radio-medical” and routing it via the nearest coastal radio station, which will relay the message to the nearest medical authority of the Department of National Health and Welfare and transmit the reply to the ship. There is no charge for this service.

199 **Radio distress communication.** — All Canadian Coast Guard radio stations and Coast Guard vessels on the Great Lakes and connecting waterways, including the St. Lawrence River above Montréal, keep a continuous watch on the international distress and calling frequency, Channel 16 (156.8 MHz).

200 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* dealing with distress communications be prominently posted near the radio at all times.

201 **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 Coast Guard radio station or vessel that hears a distress message will reply and initiate Search and Rescue (SAR) action.

202 **Urgency Message.** — The transmission of a distress message halts all other communications at radio stations and Coast Guard vessels. For this reason, if you are in urgent need of assistance but not in distress, transmit the Urgency Signal “*PANPAN PANPAN PANPAN*” on Channel 16 or any other channel on which attention might be attracted. For further details concerning distress and urgency communications, consult *Radio Aids to Marine Navigation*.

203 **Radar reflectors.** — 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 Coast Guard patrol vessels, planes and some buoy tenders 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.

204 Actual observations have shown that wooden hulls or other non-metallic objects may be suited as radar targets according to their size, orientation, shape, and other radar reflecting qualities. Their value as radar targets may be enhanced by the use of special radar reflecting devices properly oriented and placed as high above the waterline as possible. The largest metallic object available should be used.

205 **Ship-to-air distress signal.** — A ship-to-air distress signal for use in Canadian waters has been designed in conjunction with the Canadian Forces Search and Rescue Authorities. 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 well known visual distress signal. Evaluation tests by Canadian Forces aircraft indicate that the most suitable colour combination is black symbols on a background of fluorescent orange-red. The smallest useful size is a cloth 6 feet by 4 feet (1.8 m by 1.2 m) showing symbols which have dimensions of 1.5 feet (46 cm) and are the same distance apart. Grommets or loops should be fitted at each corner to take securing lines.

206 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.

207 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 *Rescue Co-ordination Centre*.

208 The signals are commercially available but they may be made at home or aboard ship without difficulty. A length of unbleached calico or similar material 6 feet (1.8 m) long and a tin of fluorescent orange-red spray paint are the principal requirements.

209 **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.

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

## SEARCH AND RESCUE

211 **Search and rescue.** — A *Rescue Co-ordination Centre* (RCC) is located at the Canadian Forces Base at Trenton, Ontario, telephone 1-800-267-7270. Canadian Coast Guard rescue officers maintain a continuous watch at this centre. The RCC is the headquarters of a co-ordinated network of agencies trained to search for and to aid vessels in distress.

212 All distress situations and requests for assistance should be directed by radio to the nearest Coast Guard Radio Station or by telephone to the RCC. The Radio Station will then act as communications centre for the distressed vessel, RCC and rescue craft. If necessary any other available means should be used to attract attention or to report a distress.

213 All Canadian Government 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*. In addition, the Canadian Coast Guard operates a number of specialized vessels whose prime mission is search and rescue.

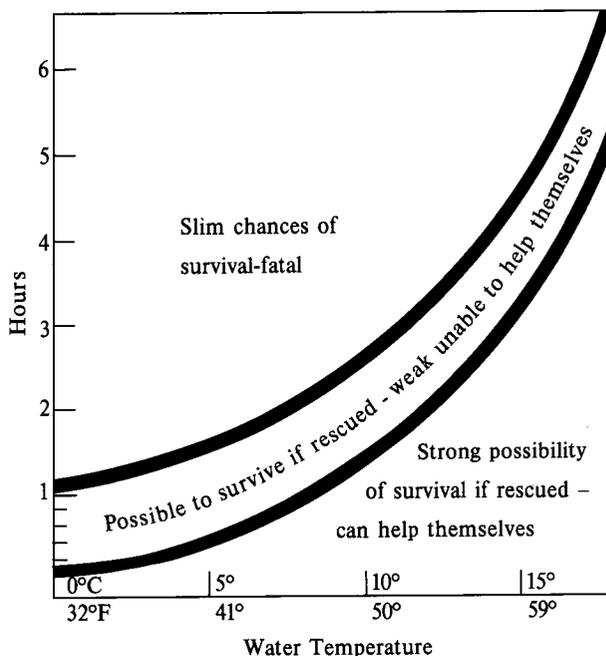
214 For further information concerning search and rescue, boaters should consult the annual edition of *Canadian Notices to Mariners* and *Radio Aids to Marine Navigation (Atlantic and Great Lakes)*.

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

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

217 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.

COLD WATER SURVIVAL CHART



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

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

Situation	Predicted Survival Time (Hours) in 10° C water	Situation	Predicted Survival Time (Hours) in 10° C water
<b>NO FLOTATION</b>		<b>WITH FLOTATION</b>	
Drownproofing .....	1.5	Swimming slowly .....	2.0
Treading water .....	2.0	Holding still .....	2.7
		HELP .....	4.0
		Huddle .....	4.0
		Flotation Jacket .....	7.0

Clothing worn was cotton shirt, pants, and socks, plus running shoes.

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

221 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.

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

223 Do not swim to keep warm as this causes extra heat to be lost to the cold water due to more blood circulation to the arms, legs and skin. Tests show that a person in a lifejacket cools 35 percent faster when swimming than when holding still.

224 If you have no lifejacket or other flotation, tread water: remain as still as you can, moving your arms and legs just enough to keep your head out of water. Although tests show that the heat loss is 34 percent faster when treading water than when holding still in a lifejacket, this is much better than the "drownproofing" technique with which the heat loss is 82 percent faster, mainly due to the head (a high heat loss area) being periodically submerged.

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

- (a) get the casualty out of the water to a dry sheltered area;
- (b) remove wet clothing and if possible put on layers of dry clothing; cover the head and neck;
- (c) apply hot, wet towels and water bottles to the groin, head, neck and sides of the chest;
- (d) use electric blankets, heating pads, hot baths or showers;
- (e) use hot drinks but never alcohol which does not warm a person.

226 *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.

227 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.

228 **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.

## TRENT-SEVERN WATERWAY

229 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.

230 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.

231 **Statistics.** — The total length of the main route through the Trent-Severn Waterway is 241 miles. There are 33 miles of canals and artificial channels. Balsam Lake is the summit of the route, 598 feet (182.3 m) above Lake Ontario and 264 feet (80.5 m) above Georgian Bay. There are forty-three 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.

232 In 1978 a new marine railway was opened at Big Chute. This new marine railway allows the passage of larger vessels than before: for details *see* the table given earlier and the information in Chapter VII.

## HISTORICAL BACKGROUND

233 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 recent 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 Indians.

234 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.

235 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, N.Y., by the following route: Balsam Lake, Sturgeon Lake, Pigeon Lake, Buckhorn Lake, Chemung Lake, Chemung carrying place to Little Lake, through the Otonabee to Rice Lake, Rice Lake portage to present day Port Hope, Carrying Place portage leading to Quinte, Lake Ontario and up the Oneida River.

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

237 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.

238 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.

239 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.

240 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 1869–72 at Youngs Point and Rosedale made available close to 176 miles of navigable lakes and rivers separated into unconnected reaches: Healey-Peterborough, Lakefield-Burleigh, Buckhorn-Fenelon, Fenelon-Coboconk, Lakes Simcoe and Couchiching, and also Sturgeon Lake to Port Perry.

241 In 1883–87 locks and short canals were built by the Dominion Government at Burleigh, Lovesick, Buckhorn, and Fenelon Falls, thus connecting the Kawartha Lakes.

242 By the construction of the Peterborough-Lakefield and Balsam-Simcoe divisions in 1895–1907, 171 miles of through route were made available, which with the Scugog Branch opened over 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.

243 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 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.

244 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.

245 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.

246 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.

## CHAPTER II

### TRENTON TO RICE LAKE

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 I 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 *Boat 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 2031.*

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'île 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 the *Lake Ontario Small Craft Guide*, which is a companion volume to this Trent-Severn guide.

#### *Presqu'île Bay*

5 **Presqu'île 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'île 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 **Anchorage. — Caution.** — Although there is protection from wave action in Presqu'île

Bay, the low-lying terrain does not afford complete protection from winds. Boaters are cautioned that the holding ground is not always good.

8 **Salt Reef** is a rock formation lying close NE of **Salt Point** and adjacent to the channel entering Presqu'île Bay on the south side.

9 **Lights.** — **Presqu'île Point** light is exhibited at an elevation of 77 feet (23.5 m) from a white octagonal tower, 68 feet (20.7 m) high, situated on the point ( $44^{\circ}00'N.$ ,  $77^{\circ}41'W.$ ).

10 Salt Reef light is exhibited at an elevation of 31 feet (9.4 m) from a white circular tower 25 feet (7.6 m) high with a red top, situated on the reef.

11 **Buoys.** — There is a fairway light buoy about 0.5 mile east of Presqu'île Point. This buoy is red and white and marked *P*.

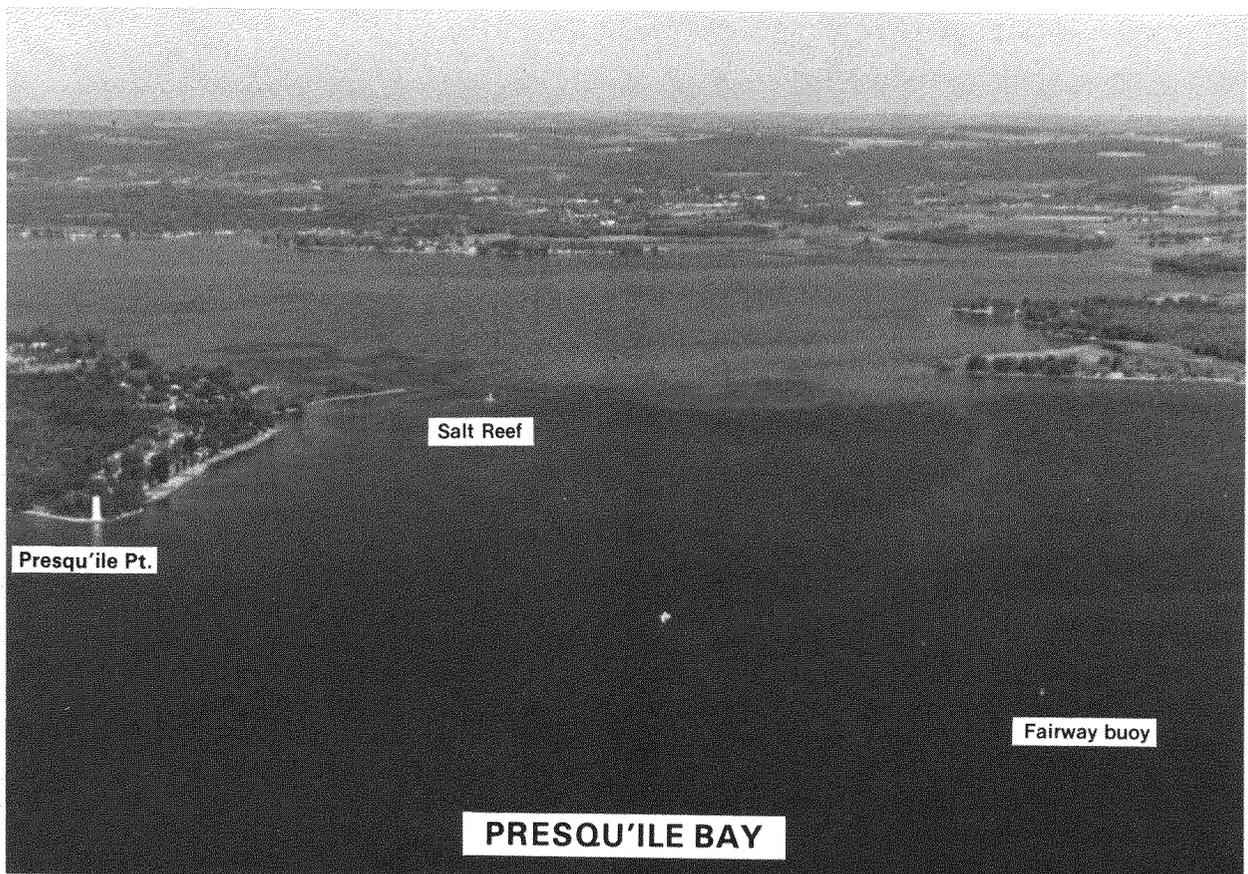
12 The route through Presqu'île Bay to the Murray Canal is marked by buoys. When proceeding through the bay from Lake Ontario to the west entrance of the Murray Canal, keep the green buoys to the starboard side and the red buoys to port.

13 **Leading lights.** — Brighton leading lights, in line bearing  $295^{\circ}$ , lead into Presqu'île Bay. The front light is shown at an elevation of 31 feet (9.4 m) from a white circular tower 23 feet (7 m) high with a fluorescent-orange triangular daymark having a black vertical stripe, situated on an offshore crib lying SE of the town of Brighton. The rear light is shown at an elevation of 69 feet (21 m) from a skeleton tower 59 feet (18 m) high with a similar daymark. During daylight hours in the summer months, these lights are often difficult to see due to haze.

14 **Presqu'île 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'île 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

## Chart 2031.



1988

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, docks, nature museum and a mile long sand beach.

17 **Bird sanctuary.** — 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 situated close south of Salt Point.

19 **Wharf.** — The former Canada Customs wharf situated 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) in 1988. The deck of the wharf is 5 feet (1.5 m) above chart datum, and there is a roofed shelter 20 feet (6.1 m) long and 15 feet (4.6 m) wide near the end of this wharf.

20 **Customs.** — In past years boaters could obtain customs clearance at the office here during the summer months. In 1988 this office was not in operation but boaters can generally obtain clearance by calling a local or toll-free telephone number from any Customs Reporting Station. In this area the Customs Reporting Stations are *Brighton Marina*, Murray Canal western bridge, *Fraser Park Marina* and *Robert Patrick Marina* at Trenton, and *CFB Trenton Yacht Club*. In 1988 the local number to call was 965-3603.

*Chart 2031.*

21 **Brighton**, a town with a population of 3,147 in 1981, lies about 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 **Museum.** — *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 2 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 The town held many special events during 1984 to celebrate its 125th anniversary, and 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. In 1988 Gosport had a motel, a marina, a small general store, and a small commercial fishing operation. There are 3 **Public wharves**, each 48 feet (14.6 m) long with depths of 2 to 4 feet (0.6 to 1.2 m) in 1988, but they are not available to passing boaters, being leased to local fishermen. There is also a launching **ramp**.

26 **Marinas.** — *Brighton Marina*, located in the sheltered bay near the rear range light, had depths of 3 feet (0.9 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs, mast stepper, boat sales and service, outboard and inboard motor sales and service, 22 tonne hoist, boat hardware, pay phone, picnic area, showers, laundromat, licensed restaurant

and dining room, ice, gasoline and diesel fuel. Fishing charters are based here, and propane is available near by. This marina specializes in engine repairs. *Stewart's Marine Sales and Service*, the chandlery store here, is an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

27 *Harbour View Motel and Marina*, located near the Public wharves at Gosport, had depths of 4 feet (1.2 m) in 1988 and offered dockage, ramp, canoe and boat rentals, water taxi service, motel accommodation, picnic area, camping, showers, laundromat, propane, water, ice and gasoline. Power outlets, pump out, pay phone, repairs and restaurant were planned for 1989.

28 *Presqu'île 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) in 1988, facilities included some dockage with power and water and pump out.

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

*Murray Canal to Trenton*

30 The **Murray Canal** cuts through an isthmus and connects Presqu'île Bay with the Bay of Quinte. The canal is 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). In 1985 the canal had 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 **Lights.** — Brighton 3 light is exhibited about 1.3 miles WSW of the west entrance to the Murray Canal. It is shown at an elevation of 32 feet (9.8 m) from a white circular tower with a red top, 24 feet (7.3 m) high.

32 Sherwood Point light is displayed at the west entrance of the Murray Canal near the end of the north pier. It is shown at an elevation of 32 feet (9.8 m) from a framework tower 25 feet (7.6



Brighton 3 light

**GOSPORT AND MURRAY CANAL**

1988



Indian Is.

**MURRAY CANAL FROM NE**

1988

*Chart 2031.*

m) high. A starboard hand day beacon is mounted on this same tower.

33 **Bridges.** — There are two highway swing bridges and one railway swing bridge spanning the canal; their positions are shown on the chart. Vessels must be steered to pass south of the swing spans which are somewhat to the north of the axis of the canal. The bridges are opened on signals from vessels; for details *see* Chapter I. The vertical clearance of the eastern swing bridge is 8 feet (2.4 m) in the closed position, the other two bridges have a closed clearance of 10 feet (3 m). The sub-structure of a former bridge is located 2.4 miles from the east end of the canal.

34 **Lights.** — 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.

35 **Facilities.** — *Williams' Store*, at Lovett close north of the western bridge, in 1988 had a pay phone and carried ice, groceries and some bait and tackle.

36 *Turner's Variety & Tackle Store*, at Twelve O'Clock Point close north of the eastern bridge, in 1988 had 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 near by.

37 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) above chart datum, and depths of 11 feet (3.4 m) in 1988.

38 A Parks Canada floating **wharf** is situated close east of the eastern swing bridge. In 1988 this wharf was 61 feet (18.6 m) long and had depths of 9 feet (2.7 m).

39 **Twelve O'Clock Point** light is shown at an elevation of 31 feet (9.4 m) from a framework tower, 25 feet (7.6 m) high, at the east entrance of the Murray Canal near the end of the north pier. A starboard hand day beacon is mounted on the same tower.

40 **Onderdonk Point** lies on the south shore of the Bay of Quinte about 2.7 miles NE of the Murray Canal.

41 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.

42 **Indian Island** is a small wooded island 32 feet (10 m) in elevation in the **Bay of Quinte**, approximately 1 mile NE of the east entrance to the Murray Canal.

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

44 **Light buoys.** — A light buoy, marked *QT16*, is situated about 0.3 mile west of Onderdonk Point. It marks the east end of Indian Island Bank.

45 A light buoy, marked *Q72*, lies about 1.1 miles NW of Onderdonk Point, and light buoy *Q74* lies 0.5 mile farther WNW.

46 From the east end of the Murray Canal to 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.

47 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.

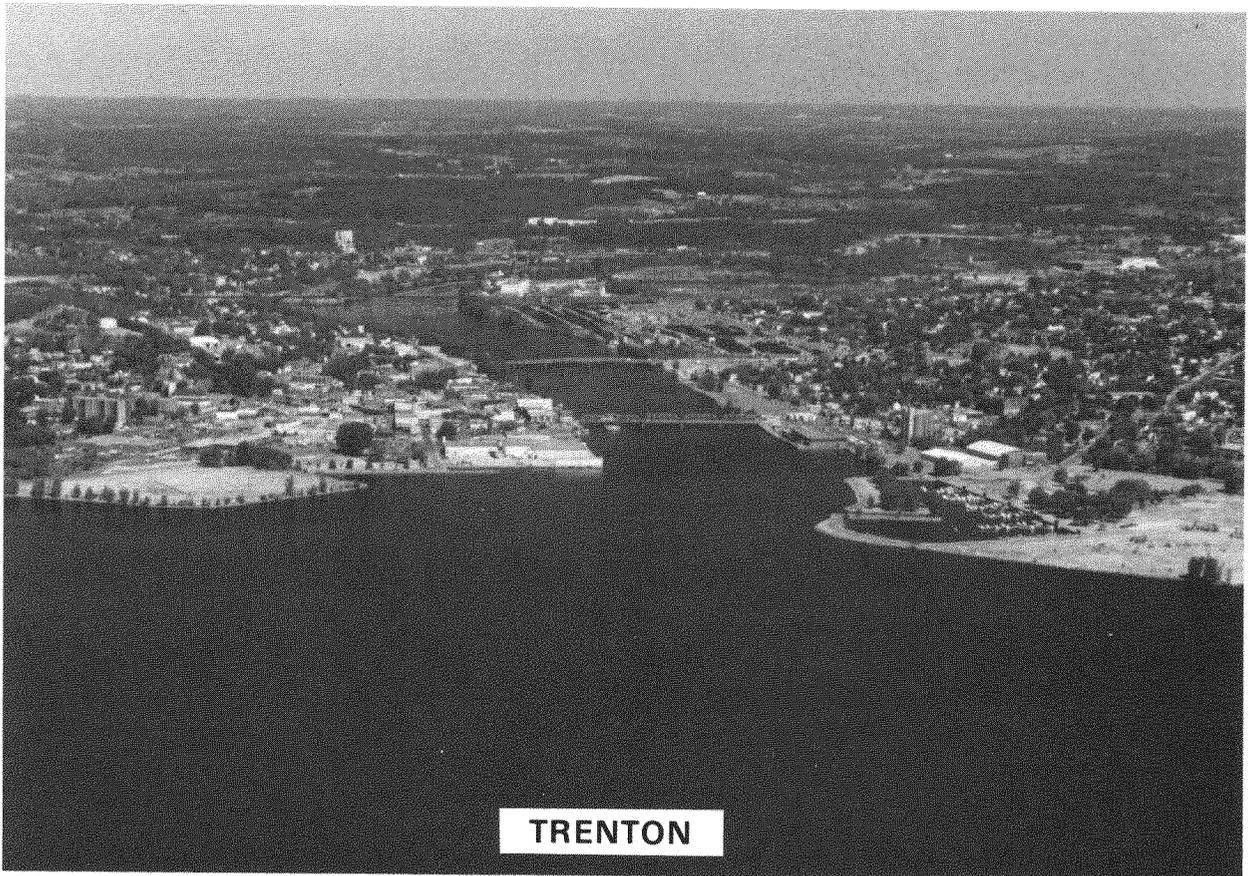
48 **Light buoy.** — *Trent River Entrance North Cardinal light buoy QT* marks the east side of the north entrance to this alternate route.

*Chart 2021-1.**Trenton*

49 **Trenton**, a city with a population of 15,085 in 1981, is situated at the mouth of the **Trent River** on the Bay of Quinte. It is a station on the main lines of Via Rail and Canadian National Railways between Montreal and Toronto and has a hospital. It has a large Canadian Armed Forces Air Base in which the area Search and Rescue Headquarters are located.

50 **Customs.** — Trenton is a port of entry. The customs office is on the second floor of the post office building, located on Front Street, on

## Chart 2021-1.



1988

the SW side of the river upstream of the lower swing bridge. Customs Reporting Stations are located at *Brighton Marina*, *Fraser Park Marina*, *Robert Patrick Marina* and at the *CFB Trenton Yacht Club*. Boaters arriving in Canada or returning to Canada must immediately report from one of these places. Customs clearance can generally be obtained by a local telephone call to 965-3603.

51 **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.

52 Trenton is now a lively resort centre with many facilities for visitors but also has some industry, many churches and several service organizations.

53 **Wharves.** — A Public wharf with 219 feet (67 m) frontage along the west side of the river is situated 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 Trenton operates a **marina** in this area. A cold storage plant is situated on a wharf south of the marina.

54 **Caution. — Rock.** — 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

*Chart 2021-1.*

this rock which is not shown on the 1987 edition of the chart.

55 **Caution. — Pilings.** — Five pilings are located off the SSE face and SE corner of the same wharf. These pilings have an elevation of about 10 feet (3 m).

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 situated adjacent to this wharf.

57 **Small craft facilities.** — Groceries and most supplies can be purchased in the city, and overnight accommodation is available. **Charts** and nautical publications may be purchased at *Darling's Stationery*, 24 Dundas Street West, and *Desjardins Books*, 71 Dundas Street West, both of whom are authorized dealers for the Canadian Hydrographic Service.

58 **Marinas.** — *Fraser Park Marina*, operated by the city of Trenton at the Public wharf close south of the first bridge, had depths of 8 feet (2.4 m) in 1988 and offered dockage with power and water, pump out, ramp, snack bar, showers, pay phone, picnic area, charts, ice, gasoline and diesel fuel. All the facilities of downtown Trenton are close by, including a laundromat.

59 *Robert Patrick Marina*, at *Centennial Park* on the NE side of the river mouth, had depths of 2 to 4 feet (0.6 to 1.2 m) in 1988 and offered dockage with power and water, ramp, pay phone, picnic area, showers and ice. An amphitheatre with weekly musical performances, a children's adventure playground, tennis and playing fields are near by.

60 **Bridges.** — There are four bridges at Trenton, the first and third upstream from the harbour entrance being swing bridges with closed clearances of 8 and 10 feet (2.4 and 3 m), respectively. The second and fourth are fixed high level bridges, with clearances of 25 feet (7.6 m) and 43 feet (13.1 m), respectively.

61 The Dundas Street bridge (the first bridge above the entrance) was scheduled to be rebuilt during 1989 and 1990. The operation of the existing swing bridge would not be affected during the 1989 navigation season, and the new fixed bridge was scheduled to be in place for the

1990 season. The designed clearance of this new bridge is 22 feet (6.7 m).

62 **Caution. — Submerged pipelines.** — Several 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.

63 The bridges and locks throughout the Trent-Severn Waterway are marked with lights and day beacons. The locks and most swing bridges operate on a time schedule and it is prudent to check this schedule, available from the lock-masters, prior to embarking on a journey. See Chapter I for further information.

**Trenton to Glen Ross**

64 In the waterway from Trenton to Glen Ross, a distance of 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 m).

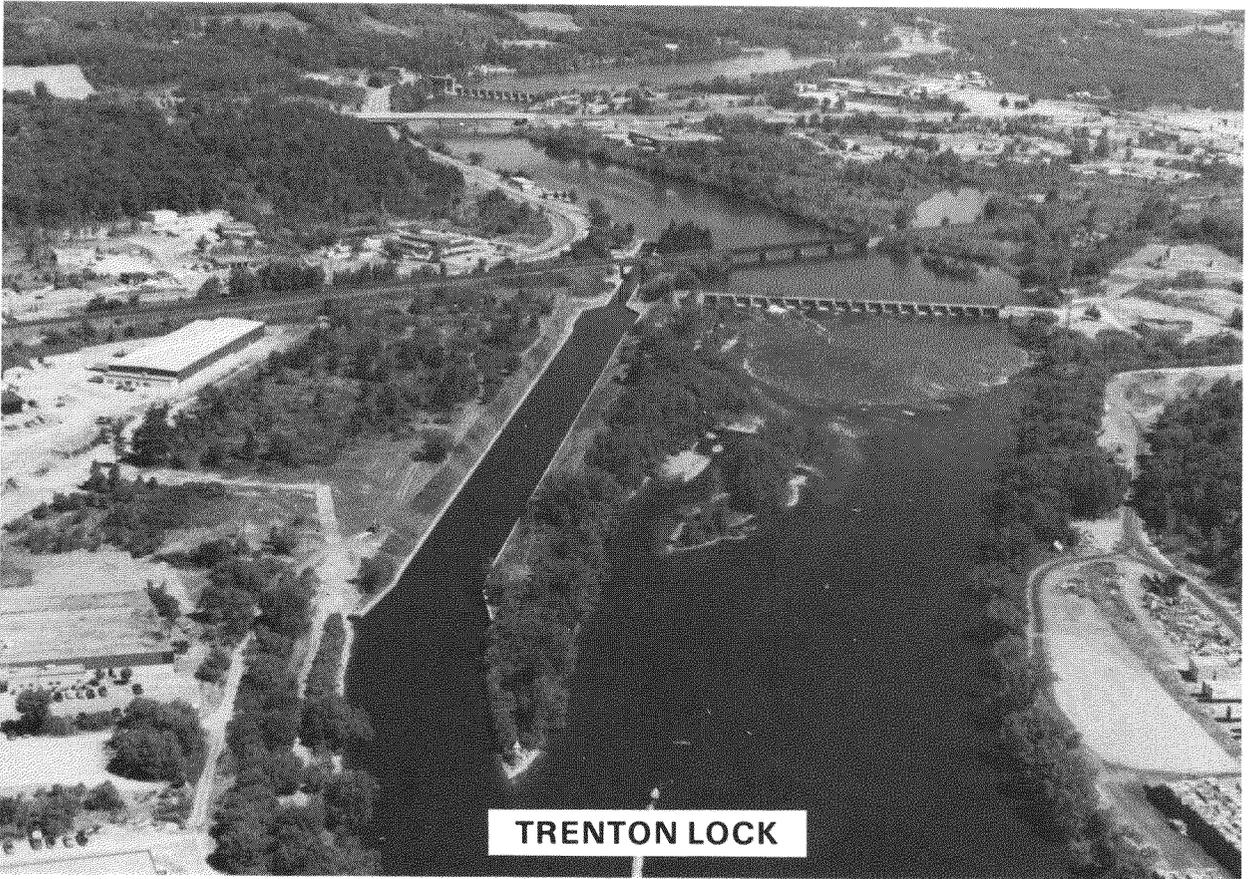
65 Extended periods of heavy rainfall on the watershed have, at times, caused the water level to be too high for safe locking operations, making it necessary to close the system, or sections of it, until the water returns to the desirable level. Information in this regard may be obtained from the lock-masters.

66 **Ramp.** — A gravel launching ramp is located on the west side of the river close south of the high level bridge near mile 1.

67 **Trenton lock** (lock 1) is situated nearly 2 miles above the mouth of the Trent River and has a lift of 20 feet (6.1 m).

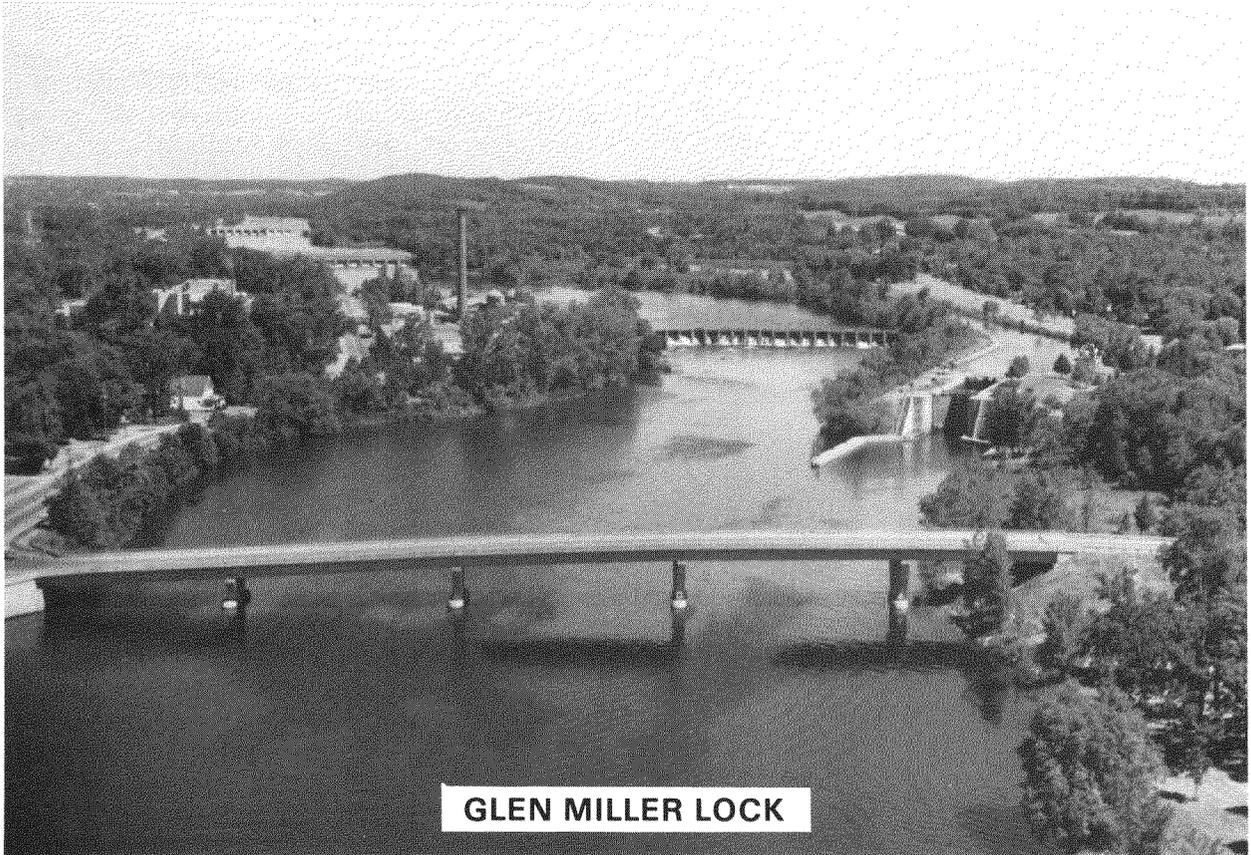
68 **Caution.** — Particularly strong cross currents may be experienced near the north end of the retaining wall at the southern approaches to this lock. Boaters should be prepared to steer and to increase power as necessary to counteract the strong and sudden sideways set.

69 **Bridges. — Overhead cables.** — The railway bridge at Trenton lock has a clearance of 30 feet (9.1 m) and the highway bridge 0.4 mile above the lock has a clearance of 24 feet (7.3 m). The overhead power lines crossing the canal in the southern approaches to Trenton lock have a minimum charted clearance of 30 feet (9.1 m).



**TRENTON LOCK**

1988



**GLEN MILLER LOCK**

1988

*Chart 2021-1.*

70 **Sydney lock** (lock 2), 0.6 mile above Trenton lock, has a lift of 19 feet (5.8 m). The overhead cables crossing the route between the highway bridge and the lock have a minimum clearance of 44 feet (13.4 m).

71 A picnic area on the east shore at Glen Miller near mile 3.5 has a small floating dock and a gravel launching ramp.

72 **Glen Miller lock** (lock 3), at mile 3.8, has a lift of 28 feet (8.5 m). The road bridge 0.1 mile south of this lock has a clearance of 22 feet (6.7 m).

73 **Overhead cables.** — The power line crossing the route at the north end of the canal 0.7 mile north of lock 3 has a clearance of 37 feet (11.3 m). The power lines 0.2 mile farther north have a minimum clearance of 50 feet (15.2 m).

74 **Caution.** — **Submerged pipelines.** — Natural gas pipelines pass under the route near mile 4.8. Boaters are cautioned not to anchor in this area.

75 **Batawa lock** (lock 4), near mile 5.2, has a lift of 18 feet (5.5 m). The overhead power line close south of this lock has a clearance of 30 feet (9.1 m).

76 **Trent lock** (lock 5) lies at mile 6.3 and has a lift of 17 feet (5.2 m). The **overhead power line** close south of this lock has a clearance of 35 feet (10.7 m).

77 **Frankford lock** (lock 6), near mile 7.3, has a lift of 17 feet (5.2 m). This lock is situated near the south end of a narrow channel 1.7 miles in length which bypasses the shoals and rapids of this part of the Trent River.

78 **Frankford**, which had a population of 1,892 in 1983, is an active village approximately 7.5 miles above Trenton 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.

79 **Facilities.** — In 1985 the village of Frankford had churches, a bank, doctors, dentist, stores, restaurants, laundromat, liquor and beer store.

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

81 *Frankford Tourist Park*, on the peninsula close west of Frankford lock, is a municipal park

with serviced campsites, children's playground, launching ramp and a small dock.

82 **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. 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.

83 **Bridge.** — **Overhead cables.** — The road bridge crossing the channel at Frankford, 0.3 mile above the lock, has a clearance of 22 feet (6.7 m). The overhead power lines near here have a least clearance of 35 feet (10.7).

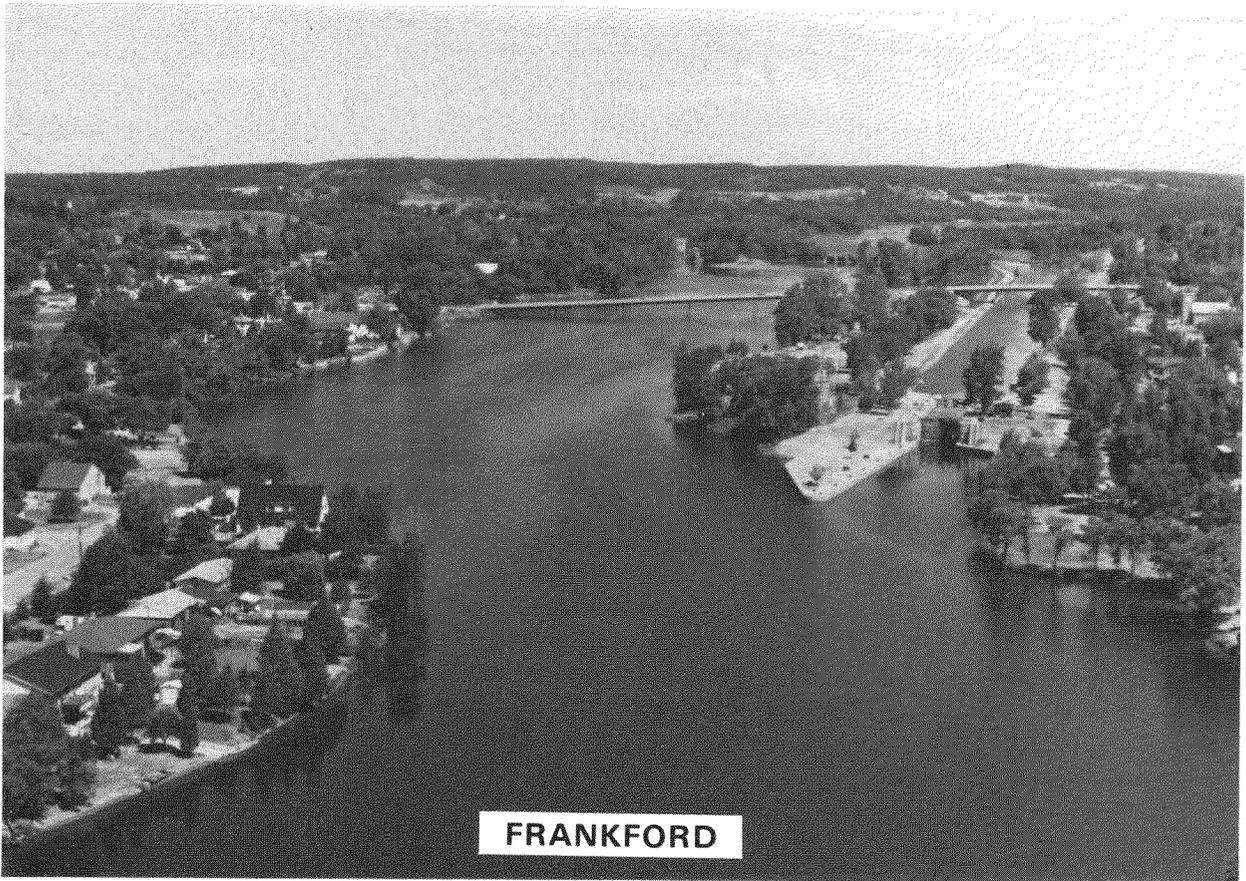
84 **Caution.** — **Swimmers.** — There is a very popular swimming hole near a large tree on the east shore south of the bridge at Frankford. Boaters are cautioned to keep a sharp lookout for children swimming in this area.

85 Above Frankford the river widens and there are foul areas of dense weeds, rocks, islets and shoals. It is recommended that the boater keep to the buoyed channel in this area.

86 **Marina.** — *River Valley Marine and Sports*, on the NE side of the river near mile 12.5, had depths of 3 feet (0.9 m) in 1988 and offered some dockage, gravel ramp, outboard motor sales and service, boat hardware, boat rentals, picnic area, camping, bait, tackle, charts, ice and some gasoline. This facility is reported to be open year round and specializes in fishing lures. There is a golf course about 3 km away.

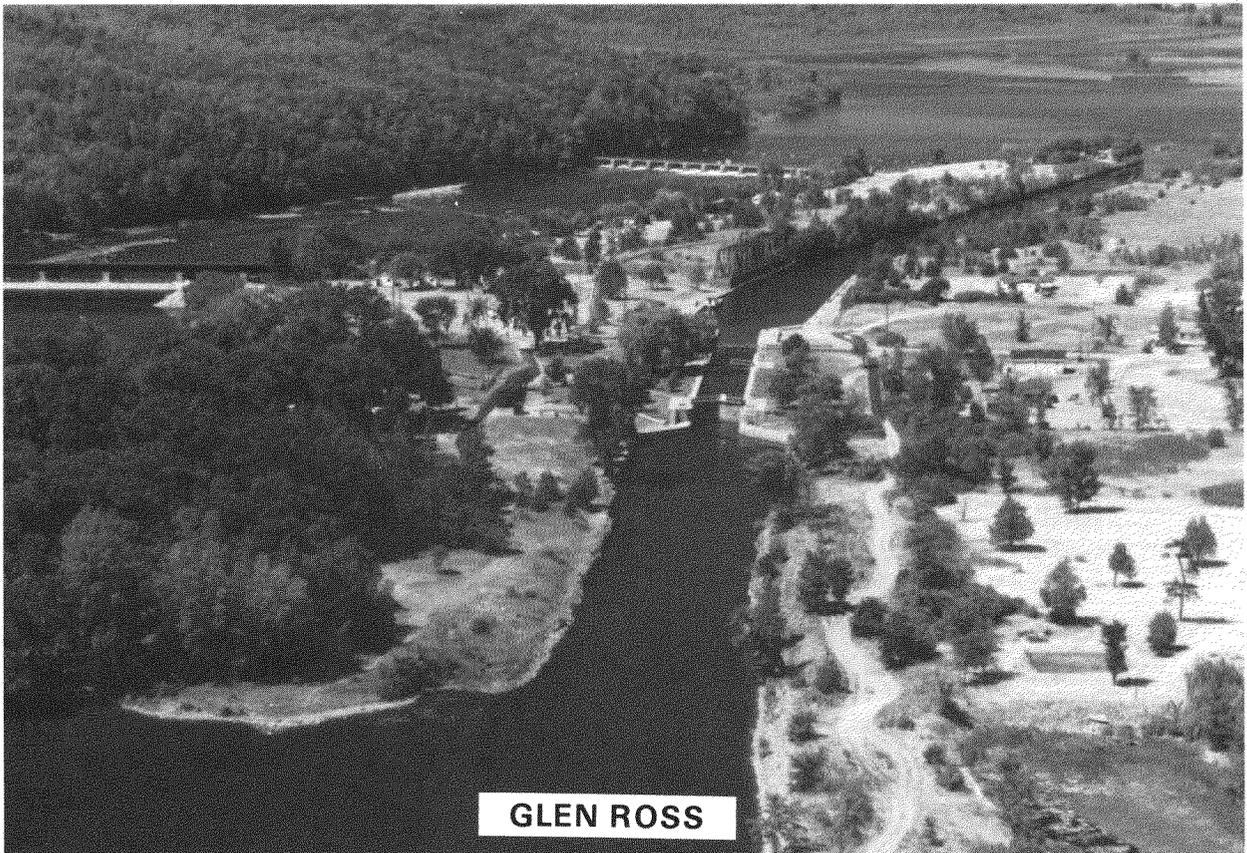
87 **Glen Ross lock** (lock 7), in a narrow channel on the north side of the river near mile 13.8, has a lift of 11 feet (3.4 m). The **swing bridge** lying close west of the lock has a clearance of 3 feet (0.9 m) when closed. The railway **swing bridge** located about 470 feet (143 m) farther west has a clearance of 6 feet (1.8 m) when closed, but is reported to remain in the open position during the navigation season.

88 **Overhead cables.** — The power line crossing the route close west of Glen Ross lock has a clearance of 50 feet (15.2 m). The power line crossing near the western entrance to the channel about 0.3 mile west of the lock has a clearance of 52 feet (15.8 m).



**FRANKFORD**

1988



**GLEN ROSS**

1988

*Chart 2021-1.*

89 **Glen Ross**, which had a population of 63 in 1981, is a small community located at Glen Ross lock, about 7 miles above Frankford lock. The area is famous for its muskellunge fishing.

90 *Birch's Landing* (formerly *Terry's Variety*), close SW of Glen Ross lock, is a general store with groceries, bait, some tackle, ice and a snack bar.

*Chart 2021-2.**Glen Ross to Hagues Reach lock*

91 It is 14 miles from Glen Ross lock to Hagues Reach lock at the north end of Hagues Reach. The total increase in elevation through three locks is about 58 feet (18 m). The river narrows about 0.5 mile upstream from Glen Ross for a distance of 6 miles to Percy Reach.

92 **Submarine cable.** — A submerged power line crosses the route near mile 15.3. The position of this cable is marked by signs and boaters are cautioned not to anchor or fish in this vicinity.

93 **Marina.** — *Island Park Marina*, on the north side of the waterway near mile 17.6 about 3.5 miles above Glen Ross, had depths of 3 feet (0.9 m) in 1988 and offered some dockage with power and water, ramp, motor repairs, boat and outboard motor sales and service, boat hardware, pay phone, picnic area, camping, showers, laundromat, recreation hall, propane, some groceries, bait, tackle, ice and gasoline. This is also a trailer park.

94 The nearest town is Stirling, 8 km away, where there are churches, doctor, dentist, veterinarian, bank, motel, shops, restaurants, liquor and beer store.

95 **Percy Reach** is about 5 miles in length and about 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, a recently discovered Indian burial ground has revealed what anthropologists consider to be the century's most significant find regarding ancient Indian artifacts.

96 **Hickory Island** is a large island in the central part of Percy Reach. It is about 1.5 miles

long and 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.

97 A conspicuous building at the west end of Percy Reach is reported (1987) to make a good landmark.

98 **Percy Reach lock** (lock 8) lies on the NW side of Percy Reach and has a lift of 19 feet (5.8 m).

99 A canal about 1.2 miles in length joins Percy Reach and Hagues 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 red spar buoys along this canal so as to avoid the submerged rock ledge running the length of the canal.

100 **Overhead cable.** — The power line crossing the route near the NW end of this canal has a clearance of 56 feet (17.1 m) where it crosses the channel.

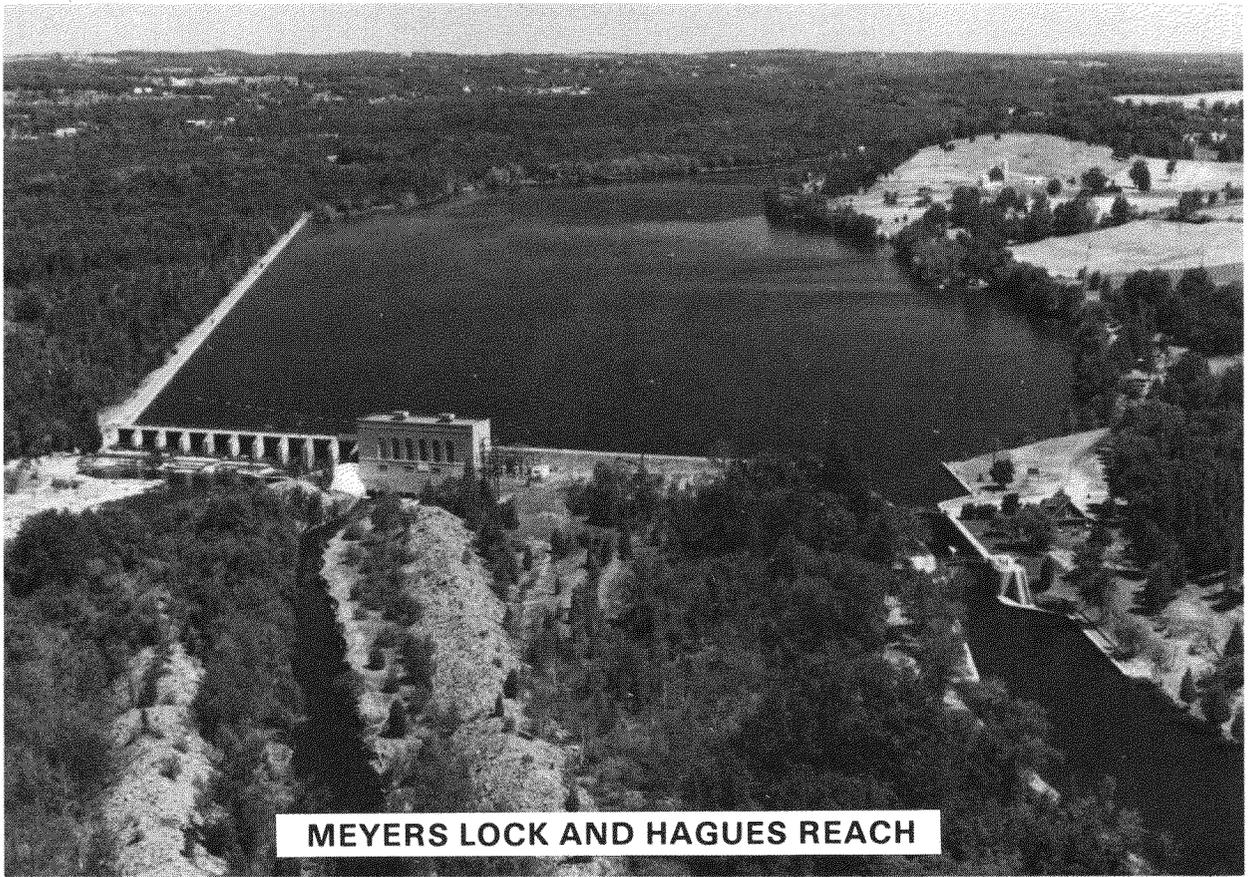
101 **Meyers lock** (lock 9), located on the east side of the river near mile 26.4, has a lift of 15 feet (4.6 m). The power lines crossing close north of the lock have a minimum overhead clearance of 46 feet (14 m).

102 **Caution.** — **Open dam.** — 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.

103 **Hagues Reach** is a body of water 0.1 to 0.2 mile wide and 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 day beacons.

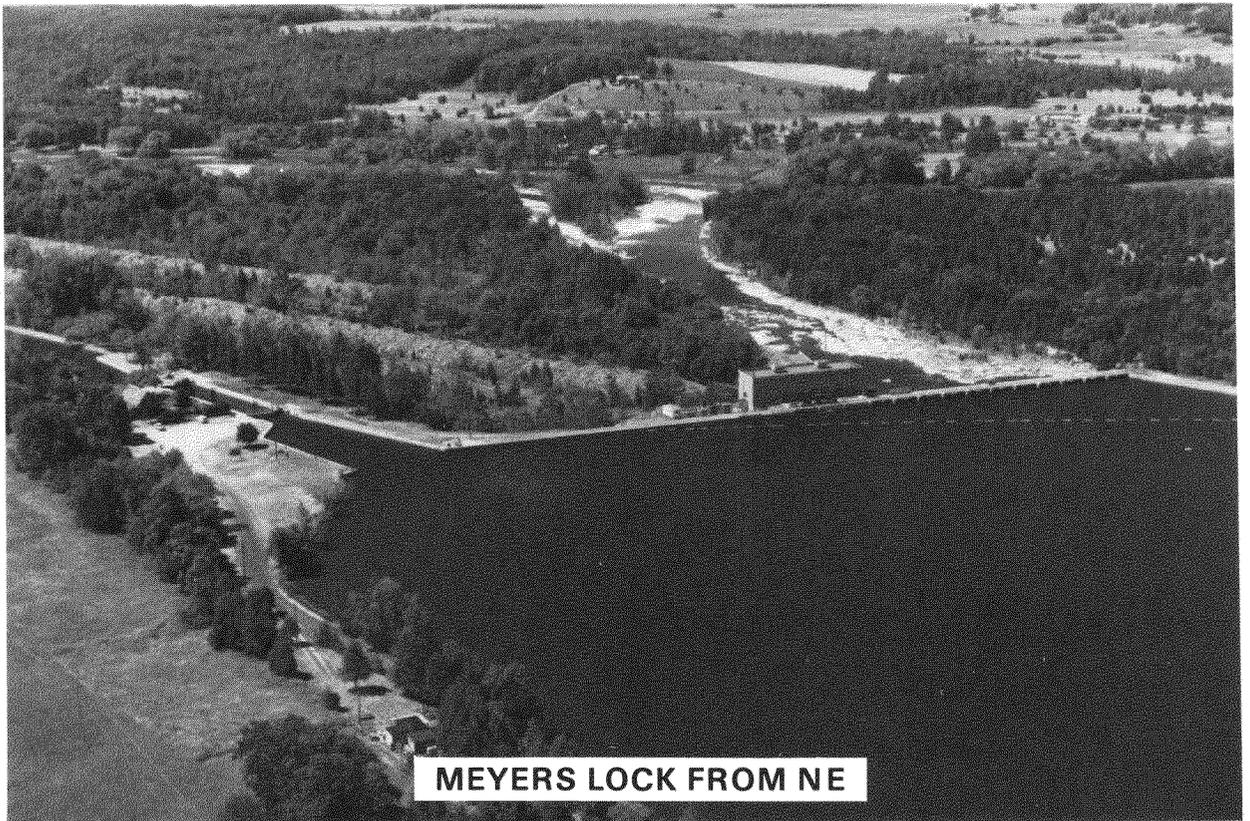
104 **Hagues Reach lock** (lock 10), on the east side of the river at mile 28, has a lift of 24 feet (7.3 m).

105 **Bridge.** — **Overhead cables.** — A bridge with a clearance of 27 feet (8.2 m) and an overhead power line with a clearance of 56 feet



**MEYERS LOCK AND HAGUES REACH**

1988



**MEYERS LOCK FROM NE**

1988

*Chart 2021-2.*

(17.1 m) cross the route close SW of the lock. The power lines 0.5 mile farther upstream have a clearance of 49 feet (14.9 m).

*Chart 2021-3.**Hagues Reach to Campbellford*

106 From Hagues Reach to Campbellford is a distance of about 3 miles. The only locks in this section are the Ranney Falls locks near mile 29.7.

107 **Park.** — *Ferris Provincial Park*, on the east shore close south of Ranney Falls locks, is a Natural Environment Park situated on a series of drumlin hills and part of an early farm. Facilities available in 1983 included camp sites, picnic areas and a launching ramp.

108 **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 I.

109 **Overhead cables.** — The power line crossing the route close north of Ranney Falls locks has a clearance of 45 feet (13.7 m). The power lines 0.4 mile farther upstream have a clearance of about 43 feet (13.1 m).

110 Above the locks there is about 1 mile of **canal**. A gravel ramp is situated on the SW shore close west of the upper approach wall of lock 12. On the east shore near the north end of the stretch of canal there is a concrete ramp.

111 The town of Campbellford lies about 1 mile north of Ranney locks.

*Campbellford*

112 **Campbellford**, situated 31 miles upstream of Trenton, had a population in 1981 of 3,409. It welcomes the boater and offers the greatest variety of small craft facilities between Trenton and Peterborough. Campbellford has some industry but is mainly an agricultural community and resort town.

113 **Facilities.** — 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 town and golf courses are near by.

114 **Bridge.** — 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 0.3 mile farther upstream near mile 31.1 has a clearance of 23 feet (7 m).

115 **Overhead cables.** — Two power lines cross the river at Campbellford. The least clearance is 40 feet (12.2 m).

116 **Marinas.** — There are four marinas at Campbellford:

117 *Macmillan's Top Valu*, a large general store on the east side of the river, had depths of 11 feet (3.4 m) in 1988 and offered dockage with power and water, pump out, showers, groceries, propane, charts, ice, gasoline and diesel fuel. A pay phone is near by. This marina changed ownership in 1988 and planned to offer boat hardware, bait, tackle and a snack bar in 1989.

118 *Old Mill Park*, the town dock along the west side of the river south of the road bridge, had depths of 9 to 11 feet (2.7 to 3.4 m) in 1988 and offered dockage with power and water, pay phone, picnic area and washrooms. This facility is operated by the *Chamber of Commerce* who also have a Tourist Information office here and sell charts.

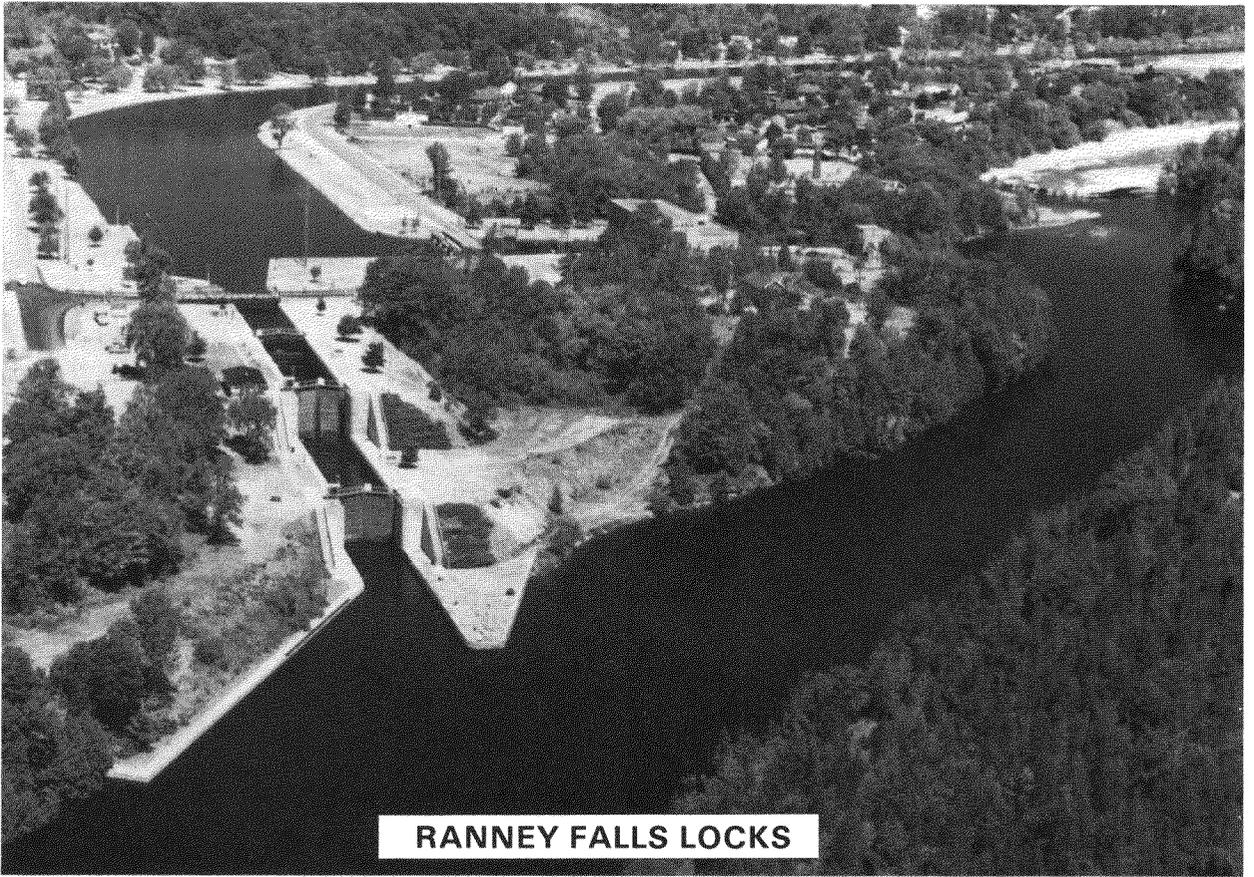
119 There is a bandshell in the park here where concerts are held most weekends during July and August. A shopping centre is near by.

120 *Turner's Marina*, on the west side of the river close north of the road bridge, had depths of 8 feet (2.4 m) in 1988 and offered dockage with power and water, snack bar, naphtha, ice and gasoline.

121 *Clarion Boat Company* (formerly *Seward's Marina*), on the east side of the river 0.6 mile farther upstream, had a private launching ramp and 9 tonne hoist. This firm specializes in rebuilding antique wooden boats.

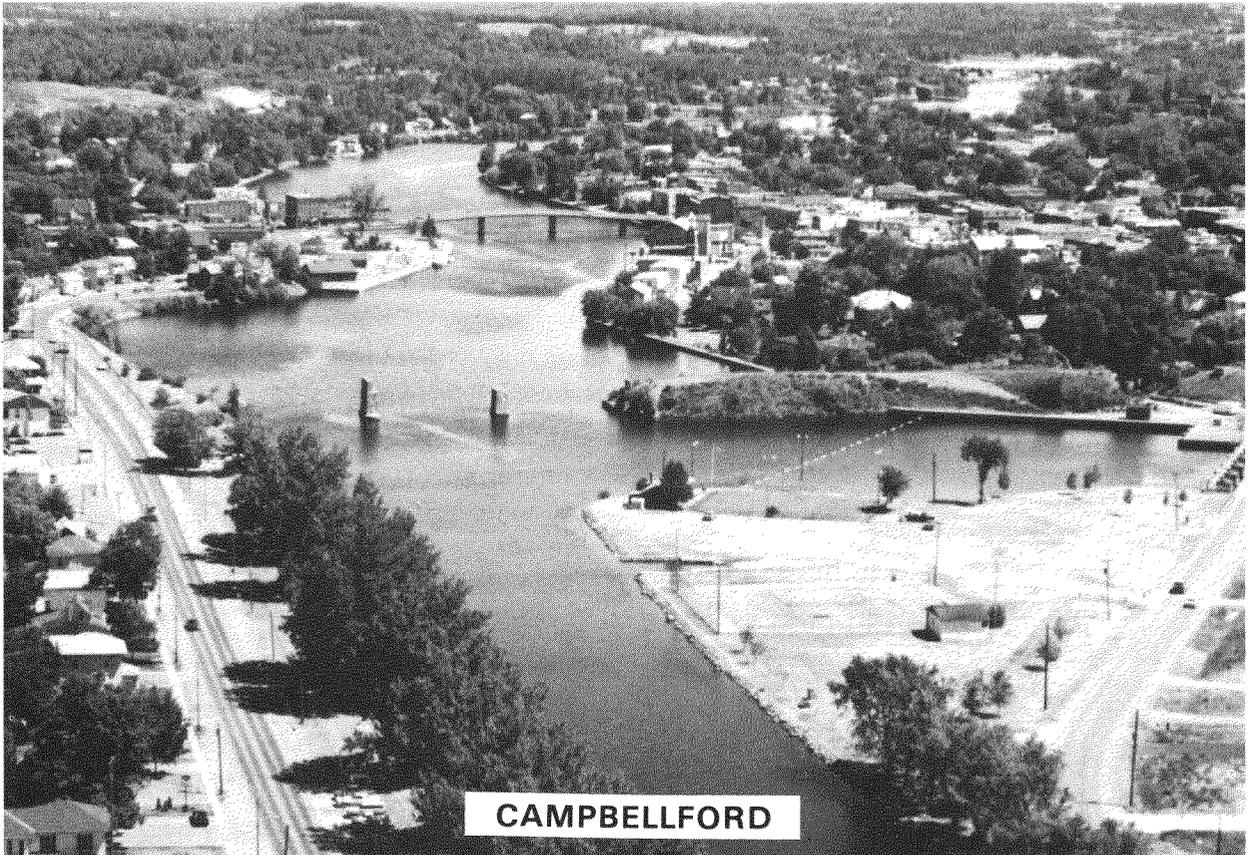
122 The *Campbellford Lions Community Park*, on the west shore near mile 31.7, in 1988 had picnic areas, a children's playground and a sandy beach.

123 The *Riviera Inn Restaurant* and the *Riviera Motel*, on the SE shore near mile 32, each



**RANNEY FALLS LOCKS**

1988



**CAMPBELLFORD**

1988

*Chart 2021-3.*

have some dockage for the use of their guests. Depths in 1988 were 4 to 5 feet (1.2 to 1.5 m).

124 **Points of interest.** — *Codrington Fish Hatchery*, a provincial facility about 12 miles (20 km) south of Campbellford, stocks Lake Ontario and some of its tributary rivers with brown trout. Interested visitors are welcome during daily visiting hours.

125 *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, being inaugurated as a town in 1906 with a population of about 2,500.

*Campbellford to Healey Falls*

129 The 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 125 feet (38.1 m).

130 **Campbellford lock** (lock 13), on the NW side of the river near mile 32.2, has a lift of 22 feet (6.7 m).

131 The **overhead power line** at the NE end of the 0.4 mile long Campbellford lock canal has a clearance of 41 feet (12.5 m). The power line near mile 33.2 has a clearance of 39 feet (11.9 m).

132 **Crowe Bay lock** (lock 14), on the east side of the river 1.5 miles upstream of Campbellford lock, has a lift of 26 feet (7.9 m).

133 Crowe Bay is a mile long stretch of the waterway where the Crowe River joins the Trent River near mile 36, 2 miles above Crowe Bay lock.

134 **Marinas.** — *The Cedars Resort*, a cottage resort on the east shore of Crowe Bay, had depths of 3 to 4 feet (0.9 to 1.2 m) in 1988 and offered dockage with power and water, small ramp, minor motor repairs, boat rentals, showers, some groceries, bait, some tackle, ice and gasoline.

135 *Cole's Point Resort*, a cottage resort at Coles Point on the NW side of Crowe Bay, had depths of 3 feet (0.9 m) in 1988 and offered dockage with power and water, pump out, boat rentals, pay phone, showers, swimming pool, recreation hall, groceries, bait, tackle, ice and some gasoline.

*Chart 2022-1.*

136 **Healey Falls** is a picturesque settlement about 5 miles upstream from Campbellford. It has heavily wooded areas and is the site of an old Indian battleground. It has the Trent River's largest dam and electricity generating station.

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

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

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

140 The **swing bridge** close NW of lock 15 has a clearance of 4 feet (1.2 m) when closed.

141 **Overhead cables.** — The power line crossing the canal close SE of lock 15 has a clearance of 49 feet (15 m), the power lines SE of lock 16, 0.3 mile farther NW, have a minimum clearance of 46 feet (14 m).

*Chart 2022-1.*

1988

142 The Healey Falls themselves, situated 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.

143 **Bridge.** — The highway bridge at mile 37.1 has a clearance of 22 feet (6.7 m).

*Healey Falls to Rice Lake*

144 Healey Falls to Rice Lake is a distance of 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.

145 The channel is marked with spar buoys and day beacons. Until recently (1981) there were numerous cribs in this area, but as part of a continuing program of waterway improvement by Parks Canada most of these cribs have been removed and more buoys established. The 1987 edition of the chart shows most of these changes, but more recent changes are not shown on the chart. The village of Hastings is about 14 miles upstream from Healey Falls. In this section of the waterway there is one lock at Hastings. The river widens west of Hastings and leads to Rice Lake, 6 miles away.

146 **Marinas.** — *Woodland Estate*, a cottage and trailer resort on the NE shore of the river near mile 37.7, had depths of 3 feet (0.9 m) in 1988 and offered dockage, ramp, boat rentals,

*Chart 2022-1.*

pay phone, picnic area, camping, showers, swimming pool, snack bar, groceries, bait, tackle, charts, 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.

147 *Fisherman's Paradise Resort*, a cottage, camping and trailer resort on the east shore of the river near mile 38.4, had depths of 4 feet (1.2 m) in 1988 and offered dockage, ramp, boat rentals, pay phone, picnic area, showers, snack bar, groceries, propane, bait, tackle, water, ice and gasoline.

148 *Red Setter Resort*, a cottage resort and campground located near mile 39.5 at the NW end of Burnt Bay, had depths of 4 feet (1.2 m) in 1988 and offered some dockage, ramp, boat rentals, pay phone, picnic area, camping, showers, swimming pool, some groceries, some bait and tackle, ice and gasoline.

149 The settlement of **Trent River**, which had a population of 180 in 1981, is situated a little more than 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.

150 **Monument.** — A prominent monument stands on the south bank of the waterway at the settlement of Trent River.

151 **Overhead cables.** — The power line crossing the river close east of the monument has a clearance of 39 feet (11.9 m). The power line at mile 44.6, 1.2 miles farther upstream, has a clearance of 56 feet (17.1 m).

152 **Bridge.** — The highway bridge crossing the route at mile 43.5 has a clearance of 22 feet (6.7 m).

153 **Public wharf. — Ramp.** — 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). In 1988 depths of 8 feet (2.4 m) were 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 was in good condition in 1988 but suitable only for small boat launching.

154 **Museum.** — The *Trent River Pioneer Museum* is located on the north shore close north of the community. This museum has a large collection of pioneer furniture and farm equipment on display in a setting of old log buildings. These buildings are original log cabins, one dating from 1725, brought here from various places in Ontario.

155 *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.

156 **Muskellunge fish hatchery.** — 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 have been stocked each spring and summer with newly hatched musky fry and fingerlings. These fish come from the *Deer Lake Fish Hatchery* on Cordova Lake, 14 miles (22 km) NE of Trent River, operated by the Ontario Ministry of Natural Resources. Interested visitors are welcome any day of the week, April, May and June being the best months to visit.

157 **Marinas.** — *Buddy's Marina* (formerly *Jorgensen's*), located east of Trent River near mile 43, had depths of 5 feet (1.5 m) in 1988 and offered dockage with power and water, ramp, boat rentals, showers, some groceries, bait, tackle, ice and gasoline. Motor repairs, charts and boat hardware were planned for 1989.

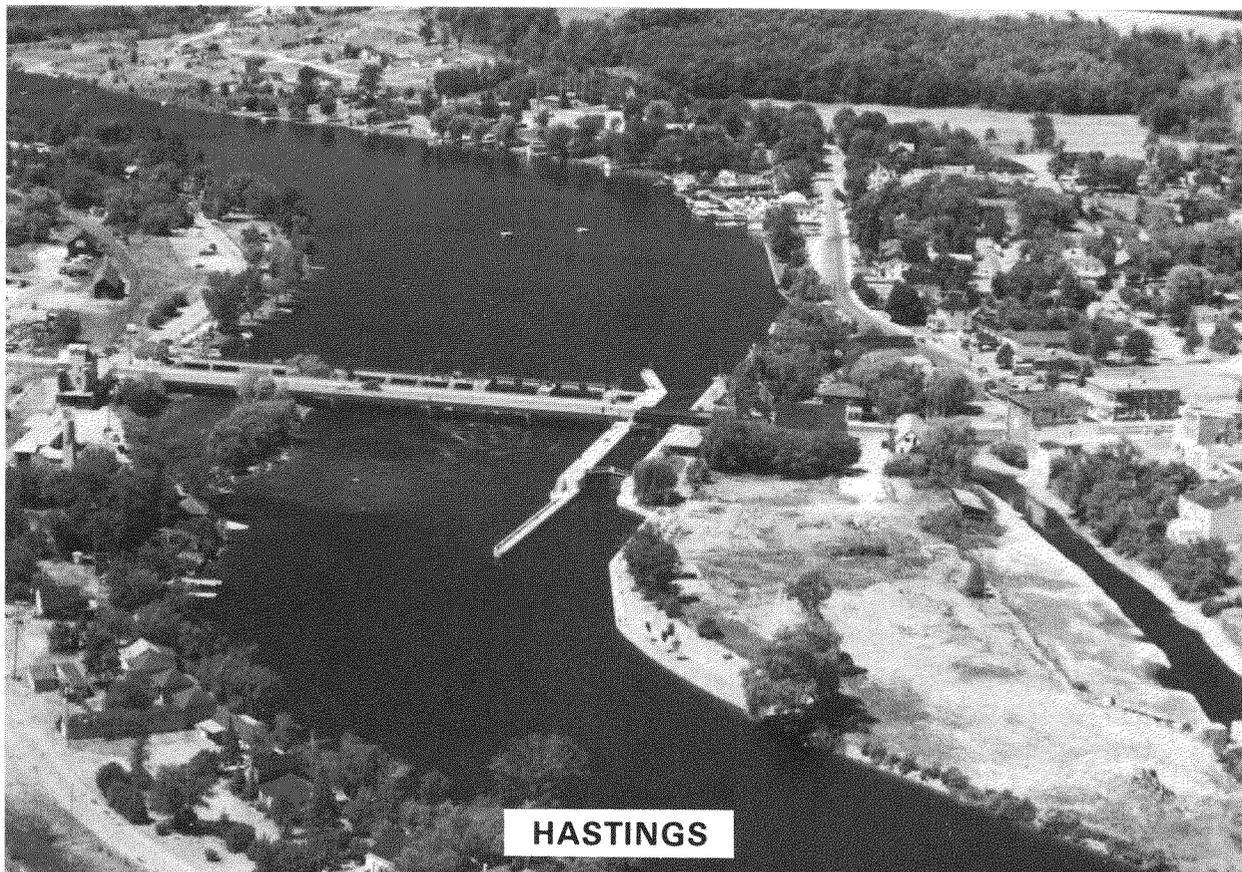
158 *Cedar Isle Lodge*, on the north shore east of the Trent River bridge, had depths of 4 feet (1.2 m) in 1988 and offered dockage with power and water, canoe and boat rentals, picnic area, camping, showers, charts and ice.

159 *Riverview Grove Resort*, on the north shore east of the highway bridge, was closed in 1988.

160 *Gill's Marina & Cottages*, at Skunk Point near mile 44.3, had depths of 3 to 4 feet (0.9 to 1.2 m) in 1988 and offered dockage with power and water, ramp, picnic area, groceries, bait, tackle, charts, ice and gasoline.

161 *Friendly Acres Resort*, a trailer park and campground on the SE shore near mile 47.1, had depths of 5 feet (1.5 m) in 1988 and offered dockage, ramp, boat hardware, canoe and boat

## Chart 2022-1.



1988

rentals, picnic area, camping, laundromat, showers, swimming pool, recreation room, pay phone, groceries, propane, bait, tackle, water and ice.

<sup>162</sup> *Stevensons Marina*, near mile 49 south of **Huycke Island**, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power outlets, pump out, ramp, repairs and salvage work, boat and motor sales and service, water taxi service, pay phone, boat hardware, bait, tackle, charts, ice and gasoline.

<sup>163</sup> *Hi Lo Lodge*, a cottage resort on the NW side of the river near mile 50.5, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage, ramp and gasoline.

<sup>164</sup> **Caution.** — Boaters are cautioned that there is a rock awash close south of the channel off **Preston Island** (near mile 50). In 1975 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 in 1979.

<sup>165</sup> **Hastings** is a small farm supply and resort village situated about 8 miles upstream of Trent River. It had a population of 975 in 1981.

<sup>166</sup> **Facilities.** — In 1988 Hastings had 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.

<sup>167</sup> **Hastings lock** (lock 18) lies on the north side of the river at the village of Hastings near mile 51.1. This lock has a lift of 9 feet (2.7 m). The overhead power line crossing the lock has a clearance of 40 feet (12.2 m) and the swing

*Chart 2022-1.*

bridge close west of the lock has a clearance of 5 feet (1.5 m) when closed.

168 **Marinas.** — Two marinas are on the north shore close west of Hastings:

169 *Hastings Marine* had depths of 6 feet (1.8 m) in 1988 and offered dockage with power and water, ramp, engine repairs, boat and motor sales and service, showers, boat hardware, charts and gasoline.

170 *Hillstrom Views*, mainly a cottage resort, had depths of 2 to 5 feet (0.6 to 1.5 m) in 1988 and offered dockage, canoe and boat rentals, bait, tackle, water, ice and gasoline.

171 *Connie's Kitchen and Campground*, located on the south shore close west of the dam, in 1988 had a small restaurant, boat rentals, ice, and specialized in live bait and tackle.

172 **Conspicuous object.** — A conspicuous green water tower (standpipe) is situated about 2,000 feet (610 m) north of the east entrance to Hastings lock (lock 18).

173 **Bridge.** — **Overhead cables.** — A railway swing bridge with a clearance of 8 feet (2.4 m) when closed and overhead power lines with a clearance of 47 feet (14.3 m) are situated near mile 52, about 0.7 mile SW of Hastings. The railway swing bridge generally stays in the open position during the boating season.

174 **Anchorage.** — **Caution.** — An anchorage is shown on the chart off the south shore near mile 54.7. 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.

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

176 *Stoney Point Camp and Marina*, on the north shore 1.5 miles west of Hastings, had depths of 4 feet (1.2 m) in 1988 and offered dockage with power and water, ramp, boat rentals, pay phone, trailer park, camping, showers, laundromat, groceries, naphtha, bait, tackle, charts and ice.

177 The marina charted at **Oak Point**, on the south shore near mile 53, was closed in 1988.

178 *Sunnymead Cottages and Trailer Park*, on the north shore near mile 55, had depths of 3 feet (0.9 m) in 1988 and offered dockage with power outlets, ramp, canoe and boat rentals, pay phone, camping, showers, groceries, bait, tackle, charts, ice and gasoline.

179 *Holiday Pines Trailer Park*, on the north shore at Cameron Point, had depths of 3 to 4 feet (0.9 m to 1.2 m) in 1988 and offered dockage with power and water, ramp, canoe and boat rentals, pay phone, picnic area, camping, showers, groceries, propane, bait, tackle and ice.

180 *Twin Cedars Lodge*, on the south shore close west of **Morrow Point**, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered dockage with power and water, ramp, boat rentals, showers, groceries, naphtha, bait, tackle, ice and gasoline.

181 *Sandy Bay Cottages*, located in **Morrow Bay**, had depths of 3 feet (0.9 m) in 1988 and offered dockage, ramp, motor repairs, canoe and boat rentals, groceries, bait, tackle, charts, water, ice and gasoline.

## CHAPTER III

### RICE LAKE

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 I 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 *Boating 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 19 miles long and 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 9.5 miles. The route then turns NW to enter the Otonabee River and Trent Canal.

5 The route through the lake is marked by red and white striped fairway buoys as shown on the chart.

6 **Light.** — **Tick Island** light is shown at an elevation of 27 feet (8.2 m) from a skeleton tower, 25 feet (7.6 m) high, situated on the north end of the island ( $44^{\circ}09'N.$ ,  $78^{\circ}11'W.$ ).

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

8 **Submerged cribs.** — In the central area of the lake, off Tick 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 three buoyed channels through these obstructions.

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, about 1.7 miles WSW of Tick 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 5 miles to the SW, has a well wooded 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 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) in 1988. This is protected by a small breakwater close to the west.

13 **Birdsall Beach Park**, a campground and trailer park located at Birdsalls Point, in 1988 had a small ramp, pay phone, picnic area, camping, showers, laundromat, groceries, bait, tackle and ice.

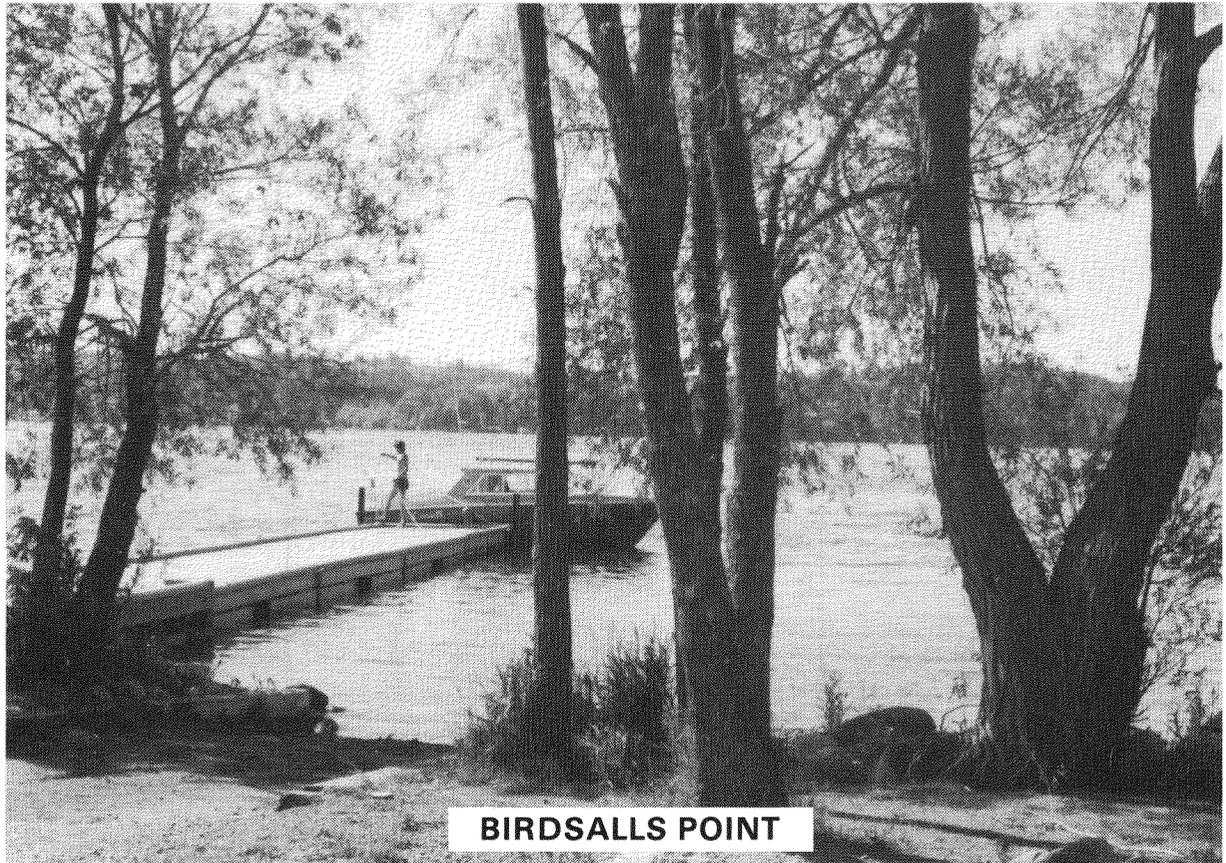
14 **Lower Foley Island** and **Upper Foley Island**, both thickly wooded, lie about 3 miles and 3.8 miles, respectively, WSW of Cameron Point.

15 **Marina.** — *Elmhirst's Resort*, on the north shore about 0.3 miles NNW of Lower Foley Island, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered dockage, ramp, motel accommodation, a cruise boat, snack bar, licensed dining room, pay phone, groceries, bait,



**BIRDSALLS POINT**

1985



**BIRDSALLS POINT**

1985

*Chart 2022-2.*

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 4.3 miles WSW of Cameron Point.

17 **Sugar Island**, a thickly wooded island about 0.7 miles 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 (1988) that a channel with depths of 3 feet (0.9 m) passes close NE of Sugar Island.

19 **Keene**, a community with a population of 353 in 1981, is located on the Indian River about 2 miles WNW of Foley Point.

20 **Facilities.** — In 1988 Keene had churches, a bank, post office, medical centre, a few stores, restaurants and an art gallery.

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

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

23 **Marina.** — *Indian River Lodge*, a cottage and fishing camp on the west side of the river about 400 feet (122 m) south of the bridge, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage with power and water, pump out, ramp, canoe and boat rentals, picnic area, camping, showers, laundromat, groceries, bait, tackle, full line of fishing supplies, ice and gasoline. Fishing guides available locally. Pay phone and restaurant are near by.

24 **Museum.** — *Pioneer Century Village* at Lang, about 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.

*Webb Bay to Harwood*

25 The east shore of Rice Lake from Webb Bay to Harwood, 10 miles to the SW, is thickly wooded and generally steeper than the north and NW shores.

26 **Webb Bay** ( $44^{\circ}15'N.$ ,  $78^{\circ}03'W.$ ) is an open bay lying about 0.7 mile south of Cameron Point.

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

28 **Marina.** — *Maida Vale Camp*, a cottage resort and trailer park on the SW shore of Webb Bay, had depths of 3 feet (0.9 m) in 1988 and offered boat rentals, camping, pay phone, bait, tackle, groceries, charts, water, ice and gasoline.

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

30 **Public wharf.** — 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 had depths of 3 feet (0.9 m) in 1988 and was in disrepair.

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

32 **Marinas.** — There are three resorts located about 0.3 mile NE of the Public wharf at McCracken Landing.

33 *Willowood Camp*, a cottage and camping resort, had depths of 5 feet (1.5 m) in 1988 and offered dockage, ramp, boat rentals, picnic area, camping, showers, bait, tackle, charts, water and ice.

34 *Lilac Lodge* had depths of 5 feet (1.5 m) in 1988 and offered dockage, boat rentals, camping, showers, bait, charts, water, ice and gasoline.

35 *Lang's Marina Resort* had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, canoe and boat rentals, pay phone, picnic area, camping, showers, groceries, bait, tackle, ice and

*Chart 2022-2.*

gasoline. A hunting and fishing guide is available locally.

36 **Light.** — McCracken Landing light is shown at an elevation of 30 feet (9.1 m) from a tower with a port hand daybeacon (marked T423) visible from the west, situated about 0.3 mile SW of the Public wharf.

37 **Robin Landing** is a small settlement on a small bay known locally as **Muskie Bay**, 1.4 miles SSW of McCracken Landing light.

38 **Marina.** — *Muskie Bay Resort*, a cottage and trailer park at Robin Landing, had depths of 2 feet (0.6 m) in 1988 and offered ramp, boat rentals, pay phone, camping, showers, laundromat, snack bar, groceries, bait, tackle, charts, ice and gasoline. Docks with power and water were planned for 1989.

39 **Dunnette Landing** is a small community situated SE of **White Island** ( $44^{\circ}12'N.$ ,  $78^{\circ}07'W.$ ) and about 2 miles SSW of Robin Landing.

40 **Marinas.** — Four marinas are located in the vicinity of Dunnette Landing:

41 *Alpine Marina and Resort*, open year round about 0.8 mile NNE of Dunnette Landing, had depths of 5 feet (1.5 m) in 1988 and offered some dockage, a ramp, canoe and boat rentals, pay phone, picnic area, camping, showers, laundromat, small restaurant, groceries, bait, tackle, ice and gasoline. Other facilities were available to resident campers. Boat hardware was planned for 1989.

42 *Glengary Cottages* had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, ramp, boat rentals, water taxi, camping, picnic area, pay phone, laundromat, showers, groceries, bait, tackle, charts, ice and gasoline.

43 *Cardinal Cottages*, close SW of Dunnette Landing, in 1988 offered no facilities to passing boaters.

44 *Sandercock's Tourist Resort*, a cottage resort at Dunnette Landing, had depths of 5 feet (1.5 m) in 1988 and offered dockage, ramp, canoe and boat rentals, pay phone, camping, snack bar, showers, groceries, naphtha, bait, tackle, water, ice and gasoline.

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

46 **Marinas.** — There are four marinas in the bay between Shearer Point and Curtis Point:

47 *Sunset Cove*, a cottage and trailer resort about 0.5 mile south of Shearer Point, had depths of 3 feet (0.9 m) in 1988 and offered dockage with power outlets, ramp, canoe and boat rentals, camping, showers, pay phone, some groceries, naphtha, bait, tackle, ice and gasoline.

48 *Idle Hours Resort*, a cottage resort 0.4 mile south of Shearer Point, in 1988 offered no facilities to passing boaters.

49 *Curtis Point Cottages*, close east of Curtis Point, had depths of 3 feet (0.9 m) in 1988 and offered some dockage, boat rentals, picnic area, showers, snack bar, pay phone, groceries, bait, tackle, ice and gasoline. A launching ramp is near by.

50 *Hillside Camp*, a cottage resort 0.3 mile east of Curtis Point, had depths of 3 feet (0.9 m) in 1988 and offered some dockage with power outlets and boat rentals.

51 **Harwood** is a small settlement SE of Tick Island on the south shore of the lake. In 1981 it had a population of 332.

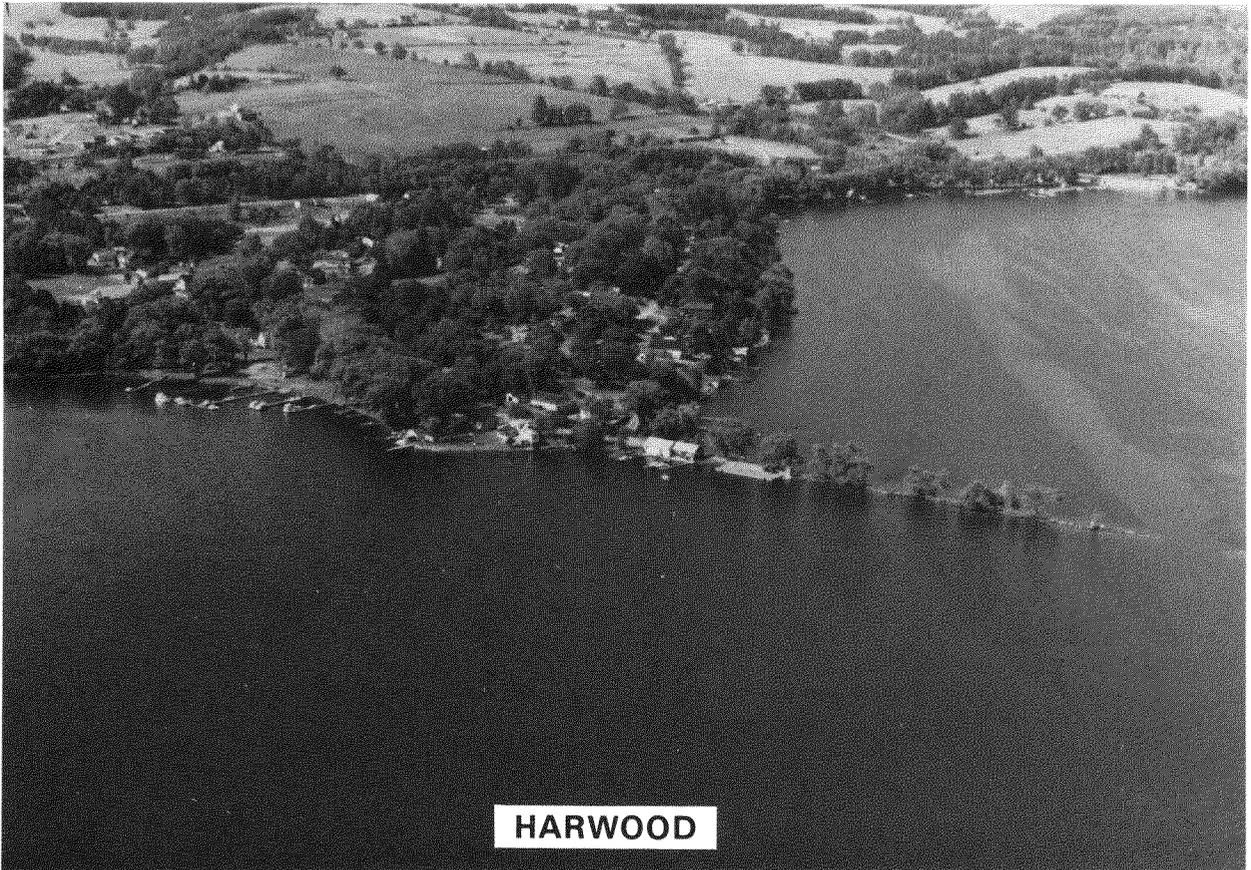
52 **Facilities.** — As well as the facilities listed below, in 1988 Harwood had churches, 2 stores, restaurants, post office and a service station.

53 **Marinas.** — *Golden Beach Cottages*, about 1.5 miles NE of Harwood, had extensive protected dockage with power and water, depths of 5 feet (1.5 m) in 1988, and also offered a ramp, boat hardware, canoe and boat rentals, camping, picnic area, snack bar and restaurant, laundromat, showers, pay phones, groceries, naphtha, propane, bait, tackle, charts, ice and gasoline.

54 *Holidae Holm*, 0.5 mile NE of Harwood, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, ramp, minor engine repairs, boat rentals, camping, showers, pay phone, bait, tackle and gasoline.

55 *Cedar Cove Cottages*, 0.2 mile NE of Harwood, had depths of 3 feet (0.9 m) in 1988 and offered dockage with power and water,

Chart 2022-2.



**HARWOOD**

1988

ramp, canoe and boat rentals, pay phone, picnic area, camping, showers, laundromat, licensed restaurant and dining room, some groceries, bait, tackle, charts, ice and gasoline.

56 *Leo's Boat Livery*, on the causeway close north of Harwood, had depths of 8 feet (2.4 m) in 1988 and offered some dockage with power and water, minor repairs, boat rentals, picnic area, bait, tackle and gasoline.

57 *Adventure Bay* (formerly *Lakeview Resort*), 0.8 mile west of Harwood, had depths of 4 feet (1.2 m) in 1988 and offered 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, charts, water, ice and gasoline.

## Rice Lake — NW Shore

### *Roach Point to Hatrick Point*

58 **Roach Point** ( $44^{\circ}12.5'N.$ ,  $78^{\circ}09.5'W.$ ) is the wooded peninsula forming the south side of the entrance to the Indian River.

59 The shoreline between Roach Point and Picnic Point, 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 wooded.

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

*Chart 2022-2.*

61 **Park.** — *Serpent Mounds Provincial Park*, located at Roach Point, is classified as an Historical Park and has visitor facilities including camp sites, picnic areas, washrooms, laundromat, launching ramp and a small floating wharf.

62 This park is so named because it includes the site of the Serpent Mounds — mounds of earth used as burial places some 2,000 years ago. These mounds were evidently built over a period of many years by Indians of the *Point Peninsula Culture*, although the use of burial mounds such as these is more typical of the Ohio Valley *Hopewell Culture*.

63 The *Serpent Mounds Activity Centre* — new in 1986 — features exhibits telling something of the early Indian inhabitants of this area. There are also displays of artifacts found during the studies of the burial mounds.

64 **Marinas.** — *Anishnabe Waterfront Campground* (formerly *Austin's Campground*), a trailer and tent park about 0.5 mile NNE of Roach Point, had depths of 1 to 3 feet (0.3 to 0.9 m) in 1988 and offered a gravel ramp, canoe and boat rentals, picnic area, camping, showers, bait, ice and gasoline.

65 *Angler's Retreat*, next to *Anishnabe*, had depths of 4 feet (1.2 m) in 1988 and offered dockage, outboard motor sales and service, canoe and boat rentals, pay phone, showers, groceries, propane, bait, tackle, charts, water, ice and gasoline.

66 *Whispering Pines*, a cottage resort 0.2 miles farther north, had depths of 3 feet (0.9 m) in 1988 and offered a ramp, canoe and boat rentals, groceries, bait, tackle, water and ice. A pay phone and a launching ramp are near by.

67 *Shady Acres Camp and Trailer Park*, on the east side of **McGregor Bay** about 0.7 mile NW of Roach Point, had depths of 5 feet (1.5 m) in 1988 and offered some dockage, ramp, boat rentals, pay phone, picnic area, camping, showers, laundromat, swimming pool, snack bar, some groceries, water, ice and some gasoline.

68 *Highland View Resort*, on the west side of McGregor Bay, had depths of 3 feet (0.9 m) in 1988 and offered dockage, pump out, ramp, canoe and boat rentals, pay phone, showers, laundromat, groceries, bait, tackle, charts, ice and gasoline.

69 *Hiawatha Tent & Trailer Park*, 0.1 mile NE of Picnic Point, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage, ramp, picnic area, camping, showers, snack bar, charts and ice.

70 *Camp Cherokee*, next to *Hiawatha Park*, had depths of 5 feet (1.5 m) in 1988 and offered dockage, boat rentals, pay phone, picnic area, groceries, bait, tackle, water, ice and gasoline.

71 **Hatrick Point** lies about 1.5 miles SW of Picnic Point. Two *marinas* are located about 0.3 mile north of Hatrick Point:

72 *Ponderosa Cottages* had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage, ramp, boat rentals, showers, laundromat, groceries, bait, tackle, charts, water, ice and gasoline.

73 *Elm Grove*, mainly a cottage resort, had depths of 3 feet (0.9 m) in 1988 and offered boat rentals, pay phone, camping, showers, groceries, bait, tackle, water, ice and gasoline. Laundromat was planned for 1989.

74 The entrance to the Otonabee River lies about 0.8 mile south of Hatrick Point and is marked by navigational aids.

**Rice Lake — SE Shore***Harwood to Bewdley*

75 **Gores Landing** ( $44^{\circ}07'N.$ ,  $78^{\circ}14'W.$ ) is a small community on the south shore of the lake, about 3 miles SW of Harwood. Its population in 1981 was 86. 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) in 1988. There is a launching ramp beside the dock.

76 **Facilities.** — In 1988 Gores Landing had churches, a store, a hotel, restaurants, post office and a doctor. The nearest medical facilities are at Cobourg, about 21 km to the south.

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

78 **Marinas.** — There are several marinas near Gores Landing as shown on the chart:

79 *Pinecrest Cottages*, 0.8 mile to the east, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988

## Chart 2022-2.



**GORES LANDING**

1988

and offered a ramp, boat rentals, pay phone, showers, laundromat, bait, tackle, water, ice and gasoline.

80 *Cox'ies Cove Marina*, 0.5 mile east of Gores Landing, had depths of 6 feet (1.8 m) in 1988 and offered dockage with power and water, pump out, ramp, 20 tonne hoist, boat hardware, boat sales, repairs and salvage work, water taxi, picnic area, showers, pay phone, charts, ice and gasoline.

81 *The Victoria Inn*, close east of *Cox'ies Cove Marina*, is a 19th Century country inn. With depths of 3 to 4 feet (0.9 to 1.2 m) in 1988, facilities available for their guests included dockage with power and water, canoe and boat rentals, pay phone, hotel accommodation, swimming pool, licensed restaurant and patio.

82 *The Landing Marina* had depths of 4 feet (1.2 m) in 1988 and offered a ramp, water, ice and gasoline.

83 *Gore's Landing Marina* had depths of 3 feet (0.9 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs, canoe and boat rentals, pay phone, picnic area, camping, showers, laundromat, snack bar, propane, bait, tackle, ice and gasoline. This is also a cottage and trailer park, and a store is near by.

84 *Baker Marine* in 1988 offered boat sales, outboard motor sales and service, a full line of boat hardware, bait, tackle and charts.

85 *Chicadee Cottages* had depths of 5 to 6 feet (1.5 to 1.8 m) in 1988 and offered dockage with power and water, boat rentals, showers, camping, groceries, bait, tackle, ice and gasoline.

## Chart 2022-2.

86 *Harris Boat Works*, 0.4 mile west of Gores Landing, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered 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. *Kawartha Houseboats* operate rentals from this marina. A flashing yellow light is privately maintained on the dock at this marina.

87 **Halstead Beach** is a small community on the south shore of Rice Lake about 3 miles WSW of Gores Landing.

88 **Marinas.** — *Roundtuit Cottages* had depths of 3 feet (0.9 m) in 1988 and offered dockage, boat rentals, picnic area, showers, groceries, bait, tackle, water, ice and gasoline. Pay phone and launching ramp are near by.

89 *Pleasant View Camp*, close west of *Roundtuit*, had depths of 3 feet (0.9 m) in 1988 and offered dockage, ramp, boat rentals, pay phone, picnic area, showers, groceries, bait, tackle, water, ice and gasoline.

90 *Tower Manor Lodge*, a cottage and trailer park 0.3 mile NE of Halstead Beach, had depths of 3 feet (0.9 m) in 1988 and offered dockage, ramp, canoe and boat rentals, pay phone, picnic area, camping, showers, snack bar, groceries, bait, tackle, charts, ice and gasoline.

### *Bewdley*

91 **Bewdley**, which in 1981 had a population of 508, is a settlement situated at the SW end of Rice Lake.

92 **Facilities.** — In 1988 Bewdley had a church, 2 stores, post office, restaurants, liquor and beer store, service station and a hotel. The nearest medical facilities are at Port Hope, 16 km south of here.

93 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 Pengally 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.

94 **Public wharf.** — The Public wharf at Bewdley is 60 feet (18.2 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) in 1988.

95 **Caution. — Obstructions.** — 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 and in 1988 were submerged by 1 to 3 feet (0.3 to 0.9 m).

96 *Bewdley Waterfront Park*, a municipal day use park lying west of the Public wharf, in 1988 had picnic areas, swimming beach and a children's playground. A floating dock extending out from shore at the east side of the park was being used in 1988 by a boat rental business.

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

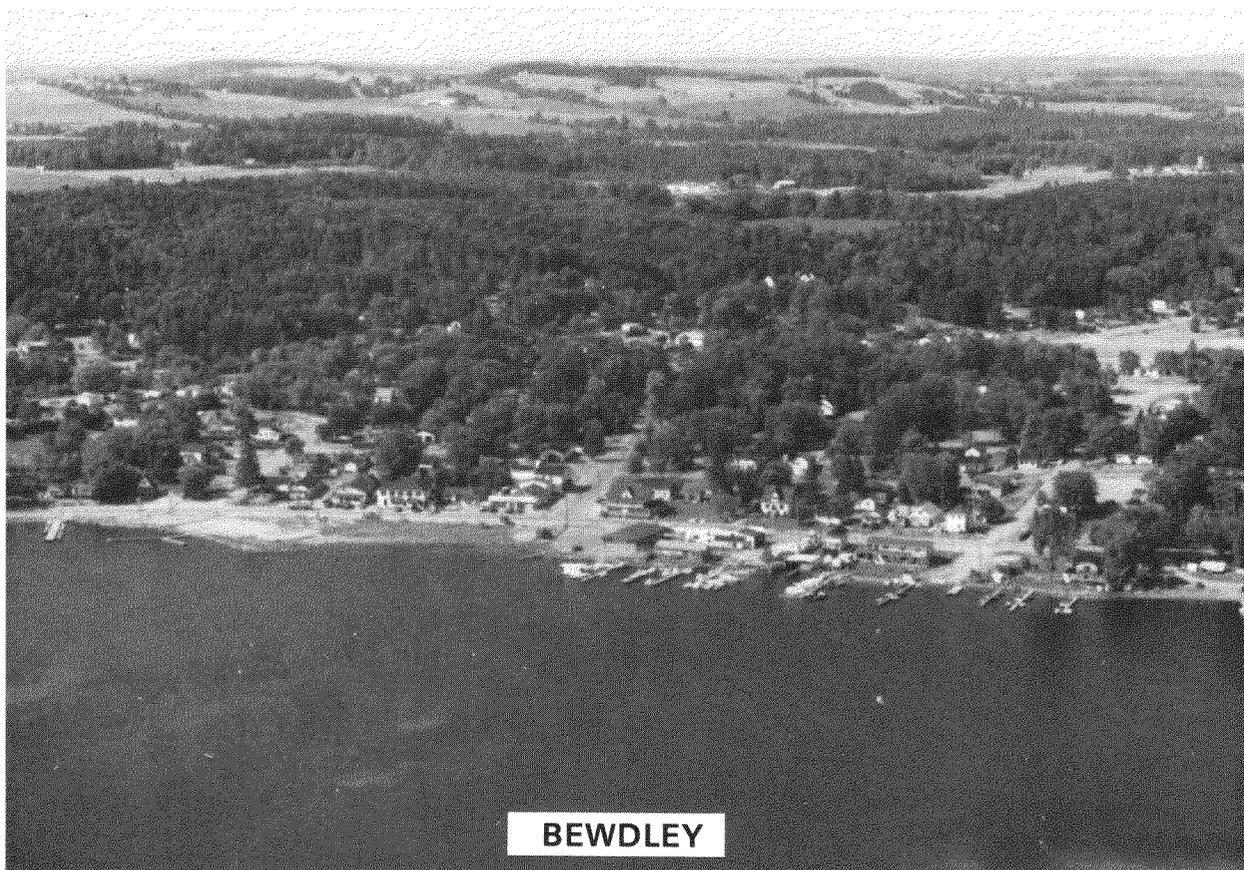
98 **Marinas.** — There are marina facilities both to the east and to the west of the Bewdley Public wharf, but not near the wharf itself:

99 *The Captain's Marine*, situated about 0.1 mile east of the Public wharf, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered some dockage with power outlets, ramp, repairs, boat and motor sales and service, boat hardware, canoe and boat rentals, houseboat rentals, showers, naphtha, bait, tackle, charts, ice and gasoline.

100 *Rice Lake Garage and Marina*, situated about 0.2 mile west of the Public wharf, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered dockage with power and water, ramp, engine repairs, outboard motor sales and service, boat sales and service, full line of boat hardware, 1 tonne hoist, boat rentals, pay phone, picnic area, propane, bait, tackle, charts, ice and gasoline. This marina also handles automobile repairs. All the facilities of Bewdley are near by.

101 The facilities close to the NW of here belong to the *Rice Lake Ski Club* and are only for the use of water skiers.

102 *Ray's Resort*, close west of the ski club, had depths of 4 feet (1.2 m) in 1988 and offered some dockage, ramp, canoe and boat rentals and bait.

*Chart 2022-2.*

1988

103 *Bewdley Harbour*, located next west, in 1988 offered no facilities for the passing boater.

104 *Sunrise Tourist Trailer Park*, 0.3 mile west of the Public wharf, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered 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*

105 There are no facilities for boaters along the 5 miles of shoreline between Bewdley and Hall Landing ( $44^{\circ}09'N.$ ,  $78^{\circ}16'W.$ ).

106 **Hall Landing** is a small settlement on the north shore of Rice Lake about 2 miles west of the entrance to the Otonabee River.

107 The nearest village is **Bailieboro**, about 8 kms 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 kms farther west by road.

108 **Marinas.** — *Southview Cottages*, a cottage resort and trailer park at Hall Landing, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered 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.

109 *Silver Leaf Lodge*, also at Hall Landing, had depths of 6 feet (1.8 m) in 1988 and offered

*Chart 2022-2.*

some dockage, ramp, boat rentals, water taxi service, pay phone, camping, showers, snack bar, groceries, bait, tackle, ice and gasoline.

110 *Tippelt Marine Services* (formerly *Flanagan's Pine Ridge Marina*), 0.8 mile ENE of Hall Landing, had depths of 6 to 7 feet (1.8 to 2.1 m) in 1988 and offered dockage with power and water, ramp, 4 tonne hoist, engine repairs, outboard motor sales and service, boat hardware, boat rentals, water taxi service, pay phone, picnic area, showers, groceries, bait, tackle, ice, gasoline and diesel fuel. Restaurant was planned for 1989.

111 **Cow Island**, wooded, is situated about 0.8 mile east of Hall Landing. The island lies about 0.2 mile offshore, but a wide area of drying weeds to the NNE connects with the mainland and other islands.

112 The entrance to the Otonabee River lies about 1.2 miles east of Cow Island and is marked by navigational aids.

113 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 (1988) to have depths of 4 feet (1.2 m) and to provide good sheltered access to the western entrance channel of the Otonabee River.

## CHAPTER IV

### RICE LAKE TO BUCKHORN

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 I 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 Boating 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 2022-3.*

#### Otonabee River and Trent Canal

##### *Rice Lake to Peterborough*

3 The river and canal channel from Rice Lake to Little Lake at Peterborough, a distance of 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. The entrance to the Otonabee River, situated about 0.8 mile SSW of Hatrick Point, is marked by lights, buoys and day beacons.

5 **Lights.** — Otonabee River East entrance light is on a float moored about 0.3 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 day beacon.

6 Otonabee River light ( $44^{\circ}09'N.$ ,  $78^{\circ}14'W.$ ), situated on the SE end of an island at the SW entrance point of the river, is shown at an elevation of 11 feet (3.4 m) from a skeleton tower with a port hand day beacon.

7 A starboard hand day beacon is situated at the SE end of the island on the east side of the river entrance.

8 **Marina.** — *Rainbow Cottages*, on the west side of the river near mile 70.5, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered some dockage, ramp, canoe and boat rentals, pay phone, camping, showers, laundromat, groceries, bait, tackle, ice and gasoline.

9 **Campbelltown**, a small community, is situated 5 miles upstream from Rice Lake. A **Public wharf** 53 feet (16 m) long with depths of 9 feet (2.7 m) in 1988 and a boat launching **ramp** are located at Campbelltown.

10 At **Bensfort Bridge**, 2.7 miles farther upstream, there is a **bridge** with a clearance of 25 feet (7.6 m) marked with two fixed white lights on each side.

11 **Submarine cable.** — A submerged power line is laid across the river close east of the bridge.

12 **Marina.** — The *Bensfort Bridge Resort*, a cottage and trailer park close east of the bridge, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage with power and water, ramp, canoe and boat rentals, pay phone, camping, showers, bait, tackle, ice and gasoline.

13 **Public wharf.** — The public wharf on the south shore close west of the bridge is 40 feet (12.2 m) long. In 1988 depths of 8 feet (2.4 m) were found along the outer face and 3 feet (0.9 m) along the inner side of the wharf. There is also a paved boat **ramp** here.

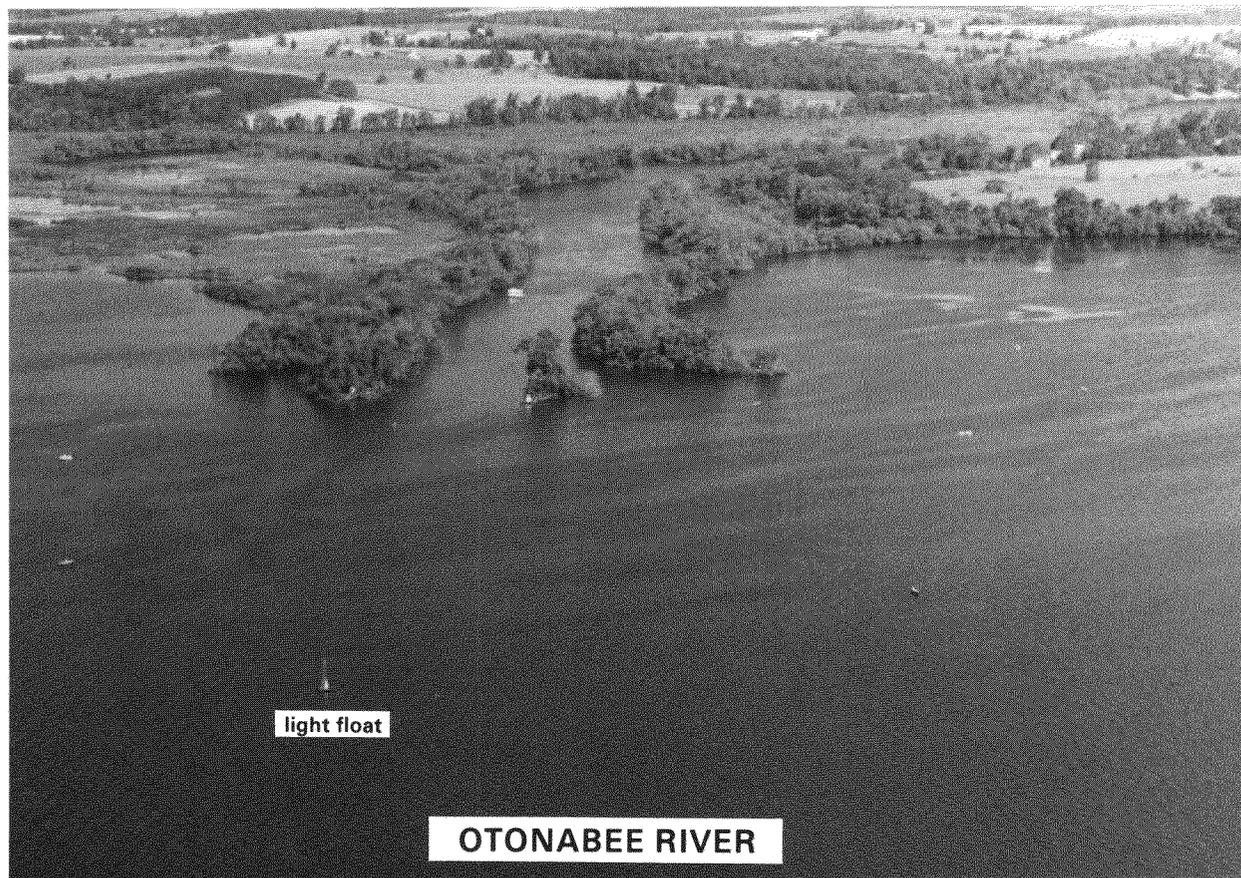
14 The facilities located on the east shore close north of the Bensfort Bridge Public wharf are private.

15 **Wallace Point**, a small community, is situated about 4 miles above Bensfort Bridge.

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

17 **Park.** — *Squirrel Creek Conservation Area* is situated on the west shore south of the bridge. With depths of 2 to 3 feet (0.6 to 0.9 m) in 1988, facilities available included dockage, concrete ramp, picnic areas, camping, pay phone, sandy beach and a nature trail.

## Chart 2022-3.



1988

18 *Kawartha Trails Resort* (formerly *Wallace Pt. Park*), a private resort on the NE shore north of the bridge, in 1988 offered no facilities for the passing boater.

19 **Small craft harbours.** — At Wallace Point near 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 dock 40 feet (12.2 m) long with depths of 5 to 8 feet (1.5 to 2.4 m) in 1988.

20 The Frazerville wharf on the west side of the river near mile 82.5 is also a small craft harbour with a gravel ramp. This floating wharf is 50 feet (15.2 m) long and had depths of 8 feet (2.4 m) in 1988.

21 **Overhead cables.** — Several power lines cross the route between mile 83 and 83.5. The

minimum clearance of these overhead cables is about 57 feet (17.4 m).

22 **Caution.** — **Submarine cables.** — Two submerged power lines are laid across the river near mile 83.7. The locations of these cables are marked by signs on shore and boaters are cautioned not to anchor in this vicinity.

23 **Marinas.** — *Turtle Bay Marina*, on the west shore behind an island near mile 85.8, was changing ownership in 1988.

24 *Willow Bend Marina*, in a sheltered cove on the west shore opposite **Telephone Point**, had depths of 6 feet (1.8 m) in 1988 and offered 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, ice, gasoline and diesel

Chart 2022-3.

fuel. In 1988 this marina specialized in engine repairs of all types. Propane available near by.

25 Two highway bridges cross the waterway near mile 87.3. These bridges both have a clearance of 25 feet (7.6 m) and are marked with two fixed white lights on each side.

26 The **overhead cable** here has a clearance of 48 feet (14.6 m).

27 **Caution. — Submarine cables. — Pipeline.** — Two submerged power lines and a submerged pipeline cross the river near mile 88. Boaters are cautioned not to anchor in this vicinity.

28 A **Public wharf** is located on the NW shore near mile 88.3, the timber deck being 3 feet (0.9 m) in elevation with a face 70 feet (21.3 m) long and depths of 8 to 10 feet (2.4 to 3 m) in 1988.

29 **Park.** — *Newhall Beach Park*, a municipal day use park, lies close to this wharf. Facilities available in 1988 included picnic tables, children's playground and a swimming beach.

30 The ramp on the SE shore opposite here is suitable only for small boats.

31 **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 mile 88.8, 0.4 mile downstream of **Little Lake** at Peterborough. For a view of Little Lake see the photograph.

32 **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.

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

34 **Park.** — *Beavermead Park*, a municipal park and campground on the east shore close north of the above-mentioned bridges, in 1988 had 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*

35 **Peterborough** is a manufacturing city on the Otonabee River. Its population in 1981 was 60,620. Outboard motors, snowmobiles, electrical appliances and cereals are produced in Peterborough. Everything the boating enthusiast requires is available in the city. Peterborough's main claim to fame is the largest hydraulic lift lock in the world, having a lift of 65 feet (20 m). The administrative offices for the Trent-Severn Waterway are located in Peterborough.

36 **Communications.** — 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.

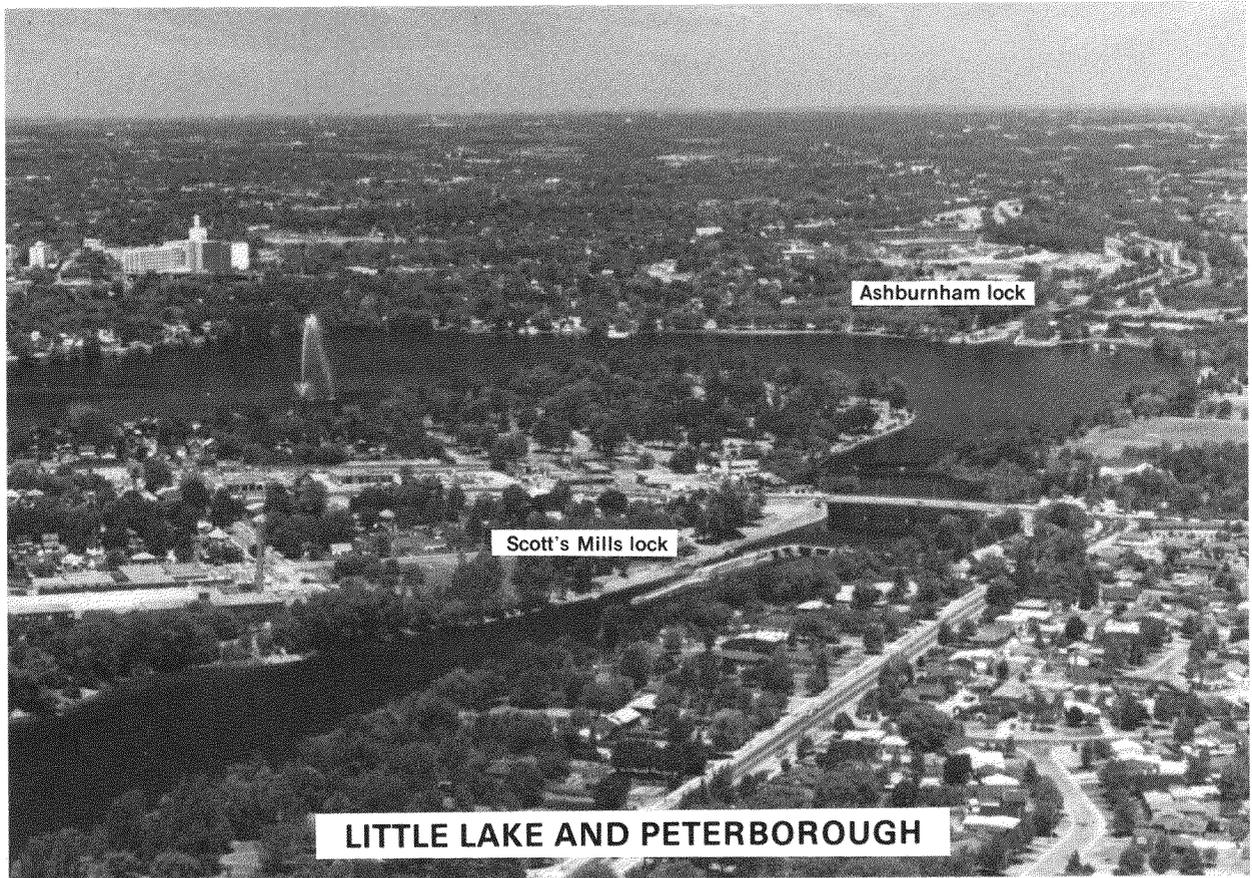
37 **Charts** and nautical publications can be purchased from *Friends of the Trent-Severn Waterway* at the *Activity Centre* near the lift lock, and from *True Course*, 11 Parkview Drive, both of whom are authorized dealers for the Canadian Hydrographic Service.

38 **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 2,000 emigrants from Ireland and established a community here on the banks of Little Lake.

39 **Points of interest.** — Peterborough is a lively resort town with many things to interest the visitor, only some of which are mentioned here:

40 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 1840's and 1860's by the Peterborough Historical Society, and is a "living history museum" with costumed guides and cooking demonstrations.

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

*Chart 2022-3.*

1988

42 The *McKenzie Gallery* at Trent University is an art gallery which hosts special exhibitions of recent work by Canadian artists. Exhibits are of works in various art forms.

43 The *Art Loft Galleries*, downtown, feature displays of many types of work by Canadian artists and native artisans. Articles are for sale but browsers are welcome.

44 *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.

45 *Arbor Theatre* produces live stage performances at the *Wenjack Theatre* of Trent University. Presentations include both drama

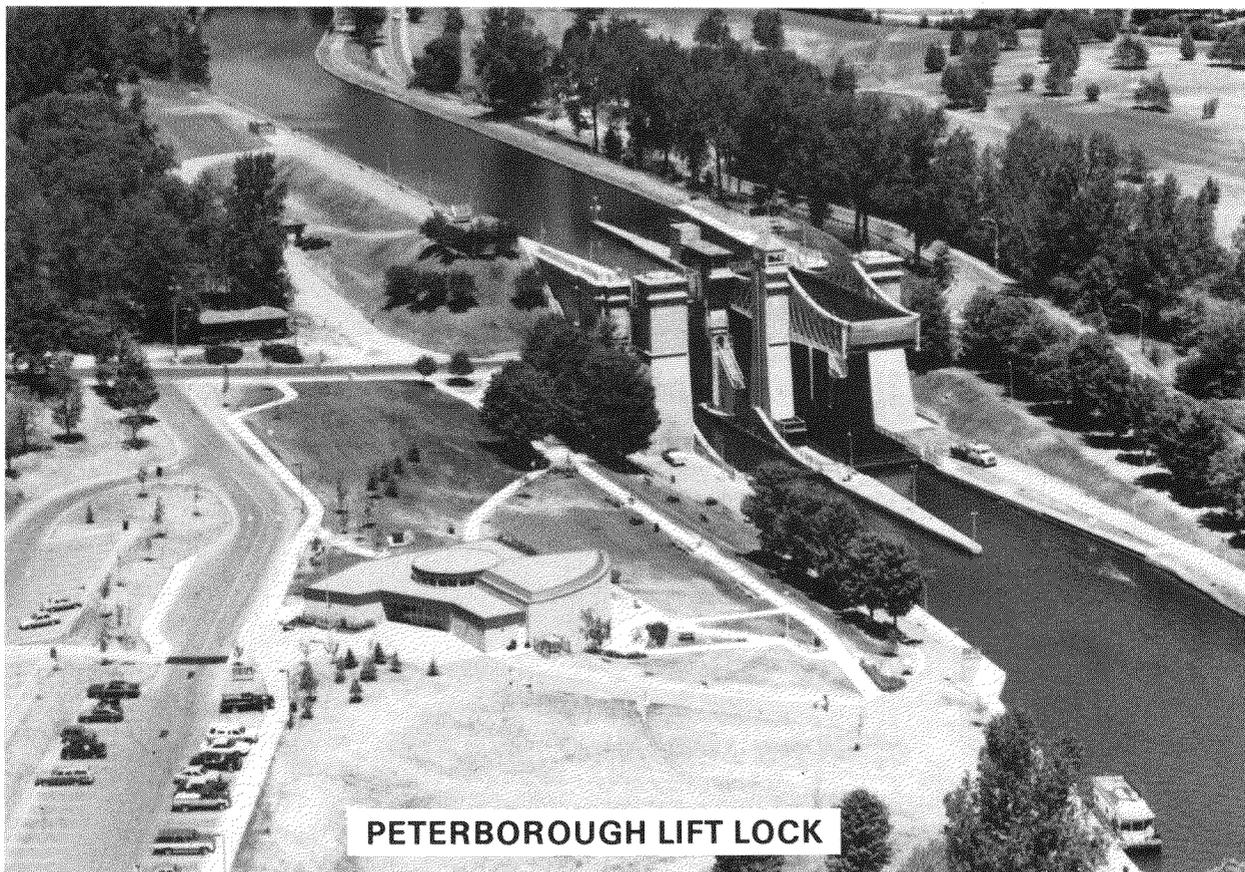
and comedy productions by professional actors from across Canada.

46 *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.

47 *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.

48 *Liftlock Cruises*, *Stoney Lake Cruises* and *Good Time Dinner Cruises* operate sightseeing trips from June until Labour Day. These excursions are in special tour boats based at the

## Chart 2022-3.



1988

Peterborough town dock at the west end of Little Lake.

49 *Riverview Park and Zoo*, situated about 2 miles (3 km) north of the city centre, is operated by the *Peterborough Utilities Commission*. The zoo began with the gift of a pair of crocodiles in 1935 and has grown to include over 200 animals and birds. Admission is free and features include a scaled-down 1860's railway train, an Objibwa totem pole, and an RCAF Sabre jet plane.

50 **Small craft facilities.** — Two Public wharves are located on Little Lake:

51 *Peterborough Mark Street Wharf* on the north side of the lake is 133 feet (41 m) long, 2 feet (0.6 m) in elevation and 53 feet (16 m) wide with depths of 4 to 7 feet (1.2 to 2.1 m) in 1988, and has a small gravel ramp.

52 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) in 1988.

53 *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 1988 these concerts on Wednesday and Sunday evenings featured the *Festival of Lights* with fireworks and choreographed performances by a squadron of illuminated boats.

54 **Marina.** — *Peterborough Marina*, situated in *Crary Park*, had depths of 6 to 7 feet (1.8 to 2.1 m) in 1988 and offered dockage with power and water, pump out, paddle boat rentals, boat hardware, pay phone, picnic area, showers,

*Chart 2022-3.*

small restaurant, fishing tackle, charts, ice, gasoline and diesel fuel. There was also a diver available for underwater propeller repairs. Laundromat, motel accommodation and propane are available near by, as are all the facilities of downtown Peterborough.

55 About 400 feet (122 m) north of *Peterborough Marina* is the dockage and departure point for *Good Time Dinner Cruises* and the *Kawartha Voyageur* tour boat.

56 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 classical music during the *Festival of Lights* performances.

57 **Locks.** — 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).

58 **Park.** — *Roger's Cove Park*, 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.

59 **Swing bridges.** — A swing road bridge about 480 feet (145 m) north of lock 20 has a clearance of 4 feet (1.2 m) when closed. A swing rail bridge lying about 480 feet (145 m) farther north also has a clearance of 4 feet (1.2 m) when closed but generally remains open during the navigation season.

60 **Overhead cables.** — Four power lines cross the route between locks 20 and 21. The minimum clearance of these cables is 38 feet (11.6 m).

61 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.

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

63 From Ashburnham lock it is a distance of 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 I. 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 15 feet (4.6 m) off the shore.

64 The *Peterborough Lift Lock Activity 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.

65 *Friends of the Trent-Severn Waterway* is a non-profit organization established to promote and support local activities and interest in the Trent-Severn Waterway. Volunteers are on staff year round to help with inquiries as well as helping to operate the sales area at the *Activity Centre*. This is also an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

66 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 *Activity Centre* but is not available for overnight use.

*Peterborough Lift Lock*

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

68 The system consists of two lock chambers side by side, each 140 feet (43 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 (2.2 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.

69 The system is designed so that the upper lock will take in an extra 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,

*Chart 2022-3.*

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.

70 **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.

*Chart 2023-1.**Peterborough to Lakefield*

71 From the Peterborough lift lock to the village of Lakefield is a distance of about 9 miles with five locks and a total lift of about 64 feet (19 m). This part of the waterway passes through the Trent Canal and Otonabee River which is narrow and picturesque, but about 2 miles from the Peterborough lift lock there is a 1 mile stretch of foul ground where it is shallow with weeds and rocks. The channel is well marked with buoys and day beacons. About 4 miles from the lift lock, Trent University is situated on the west bank of the river. It was designed to blend into the surrounding locality and does so with pleasing effect.

72 **Bridges.** — Several bridges cross the route along the 4.1 mile section between locks 21 and 22. The minimum clearance is 22 feet (6.7 m) under the road bridge at Nassau (mile 93.4) though the swing bridges at mile 91 and at Nassau have clearances of only 5 and 8 feet (1.5 and 2.4 m) respectively when closed.

73 **Caution.** — **Guard gate.** — A guard gate whose purpose is to protect the Peterborough lift lock is situated close upstream of the swing bridge at 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.

74 Boaters planning to proceed towards Lakefield after leaving the lift lock should not

stop until their craft is upstream of the guard gate.

75 **Cables.** — Overhead power lines cross the route in this area as shown on the charts. The minimum overhead clearance is 27 feet (8.2 m) at a power line near mile 90.6. A submerged power line is laid across the channel near the guard gate.

76 **Towers.** — Near mile 91.8 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.

77 At **Nassau** near mile 93.4 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 was 6 feet (1.8 m) deep in 1983.

78 **Nassau Mills lock** (lock 22), having a lift of 14 feet (4.3 m), is situated close upstream of Trent University.

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

80 **Otonabee lock** (lock 23) is located about another 0.5 mile upstream. This lock has a lift of 12 feet (3.7 m).

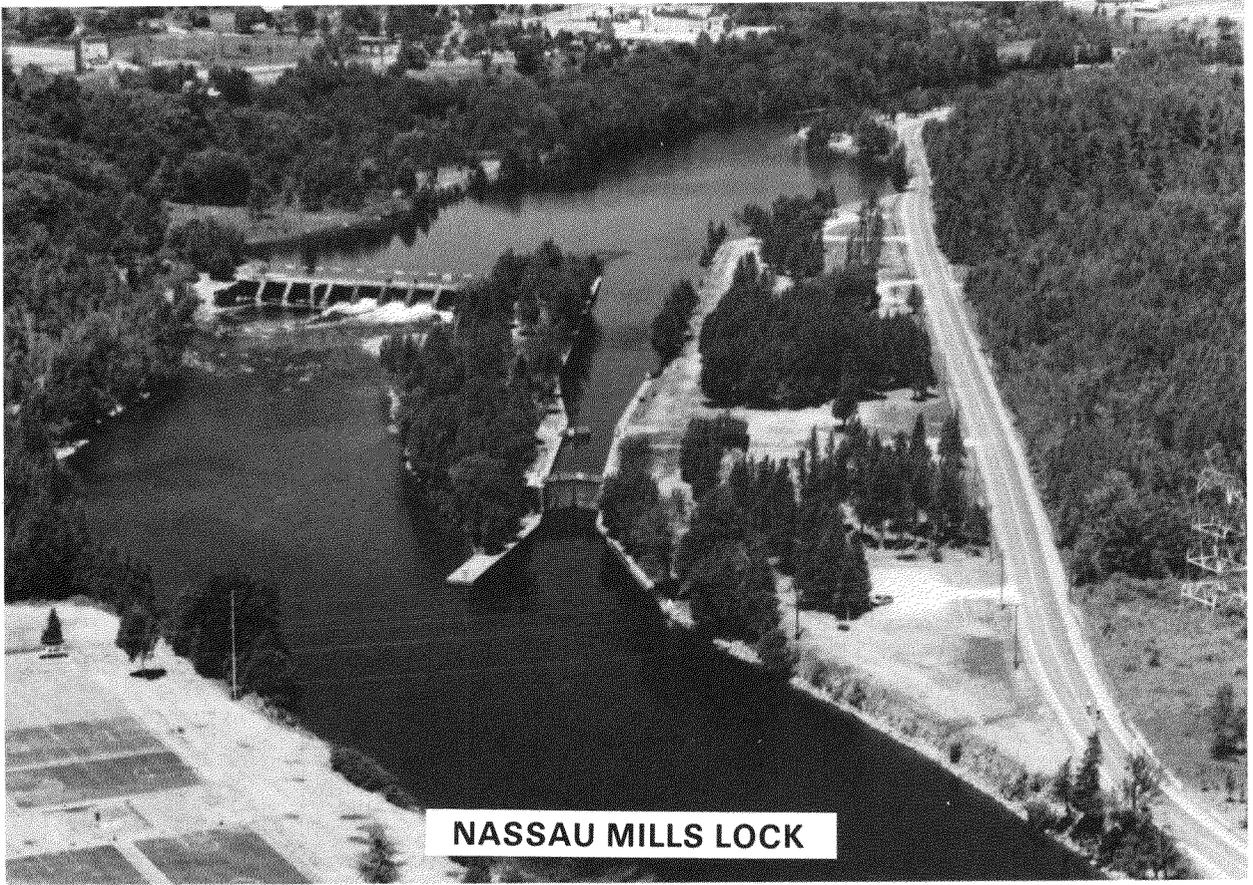
81 **Douro lock** (lock 24), with a lift of 12 feet (3.7 m), is situated 1.5 miles above Otonabee lock.

82 **Sawer Creek lock** (lock 25), a further 0.9 mile upstream, has a lift of 10 feet (3 m).

83 Near mile 97.8 the channel passes between two wooded islands. Boaters should note that the deeper part of the channel is closer to the western island.

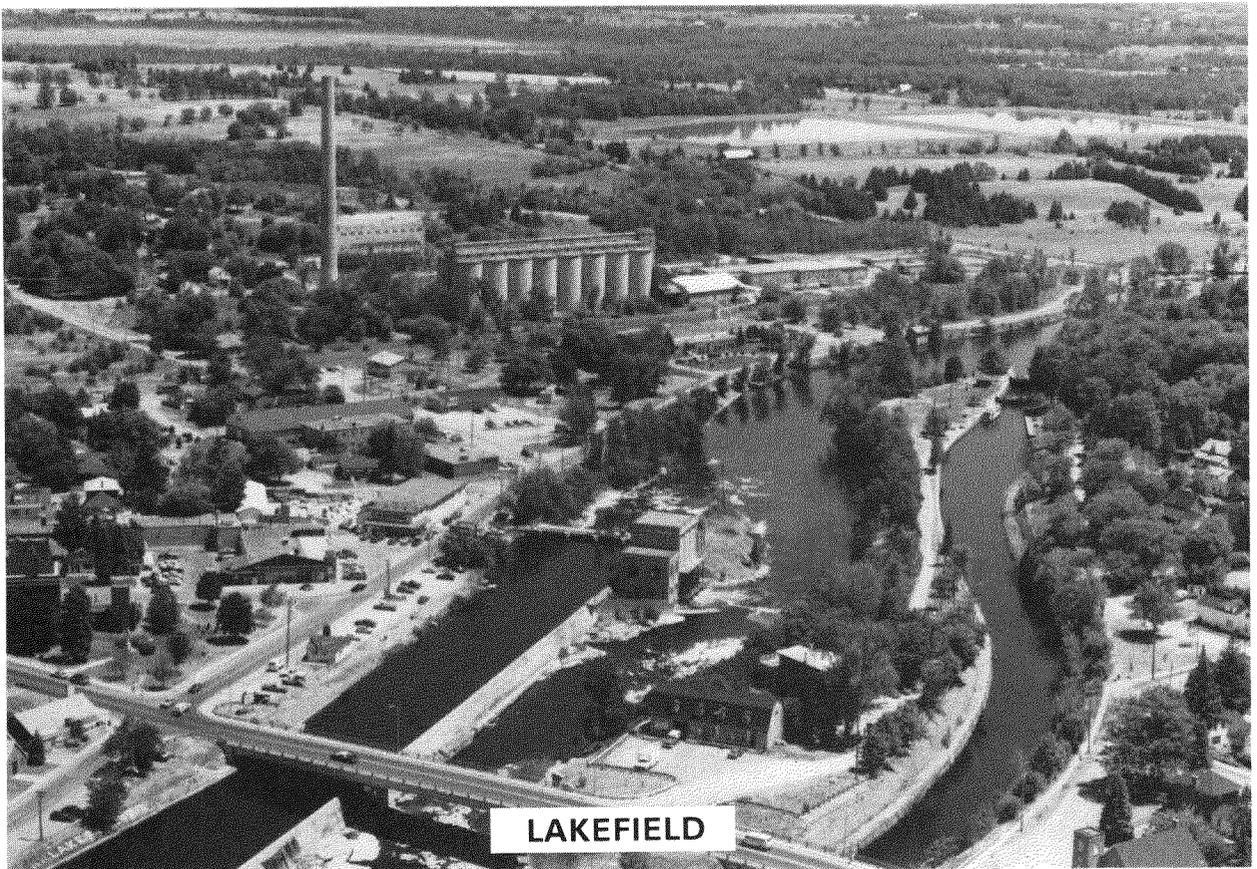
84 **Wharf.** — A Public wharf is situated on the east bank of the river about 1.1 miles upstream of Sawer Creek lock. This wharf is 3 feet (0.9 m) in elevation and 80 feet (24 m) long with depths of 5 to 6 feet (1.5 to 1.8 m) in 1988. A gravel **ramp** lies at the downstream end of this wharf.

85 **Lakefield lock** (lock 26) has a lift of 16 feet (4.9 m) and is located 0.25 mile upstream of the Public wharf.



**NASSAU MILLS LOCK**

1988



**LAKEFIELD**

1988

*Chart 2023-1.*

86 **Bridge.** — The highway bridge at Lakefield has a clearance of 23 feet (7 m).

87 **Lakefield,** a village with a population of 2,374 in 1981, is a very active summer resort centre and is known as the *Gateway to the Kawartha Lakes*.

88 **Facilities.** — In 1988 Lakefield had banks, churches, doctor, dentist, veterinarian, stores, post office, laundromat, liquor store, hotels and museums, with a motel, golf and tennis near by.

89 **Conspicuous landmark.** — The large white chimney of an old cement factory here is conspicuous from below lock 25 to about mile 100.5.

*Chart 2023-2.*

90 **Wharf.** — The Public wharf at Lakefield, along the east shore about 0.8 mile upstream of the lock, had depths of 6 to 9 feet (1.8 to 2.7 m) in 1988, and an elevation of 2 to 4 feet (0.6 to 1.2 m).

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

92 **Launching ramps.** — The two ramps charted north of Lakefield lock are both gravel ramps.

93 **Marinas.** — Facilities for boaters are available at marinas above the lock at Lakefield:

94 *Ed's Place, Shining Waters Restaurant*, at the highway bridge north of the lock, in 1988 offered pay phone, picnic area, ice and a summer store with groceries and boaters' needs as well as being a snack bar and licensed restaurant. This restaurant runs a pick-up service in the evenings from locks 22, 23, 24 and 25.

95 *Toth Marine*, on the east shore close south of the Public wharf near mile 99.5, had depths of 4 feet (1.2 m) in 1988 and offered ramp, hull repairs, some boat hardware, canoe and boat rentals, ice and gasoline. This marina specializes in fibreglass repairs.

96 *Lakefield Park*, a campground and trailer park across the river from *Toth Marine*, in 1988 offered camping, picnic area, showers, laundromat, pay phone, 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.

97 *Scottie's Mobile Marine Service*, located close SW of *Lakefield Park* at the south end of Katchewanooka Lake, had depths of 3 feet (0.9 m) in 1988 and offered some dockage, ramp, repairs and 24 hour emergency salvage work, water taxi, picnic area, boat hardware and a full line of marine accessories. This marina specializes in all types of motor repairs and salvage work. The entrance channel to the marina is privately marked.

98 The facilities at the NE end of the bay on the east side of the route near mile 99.8 are private.

99 **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 0.6 mile north of the lock, and has been restored as a museum with artifacts and documents from its early days.

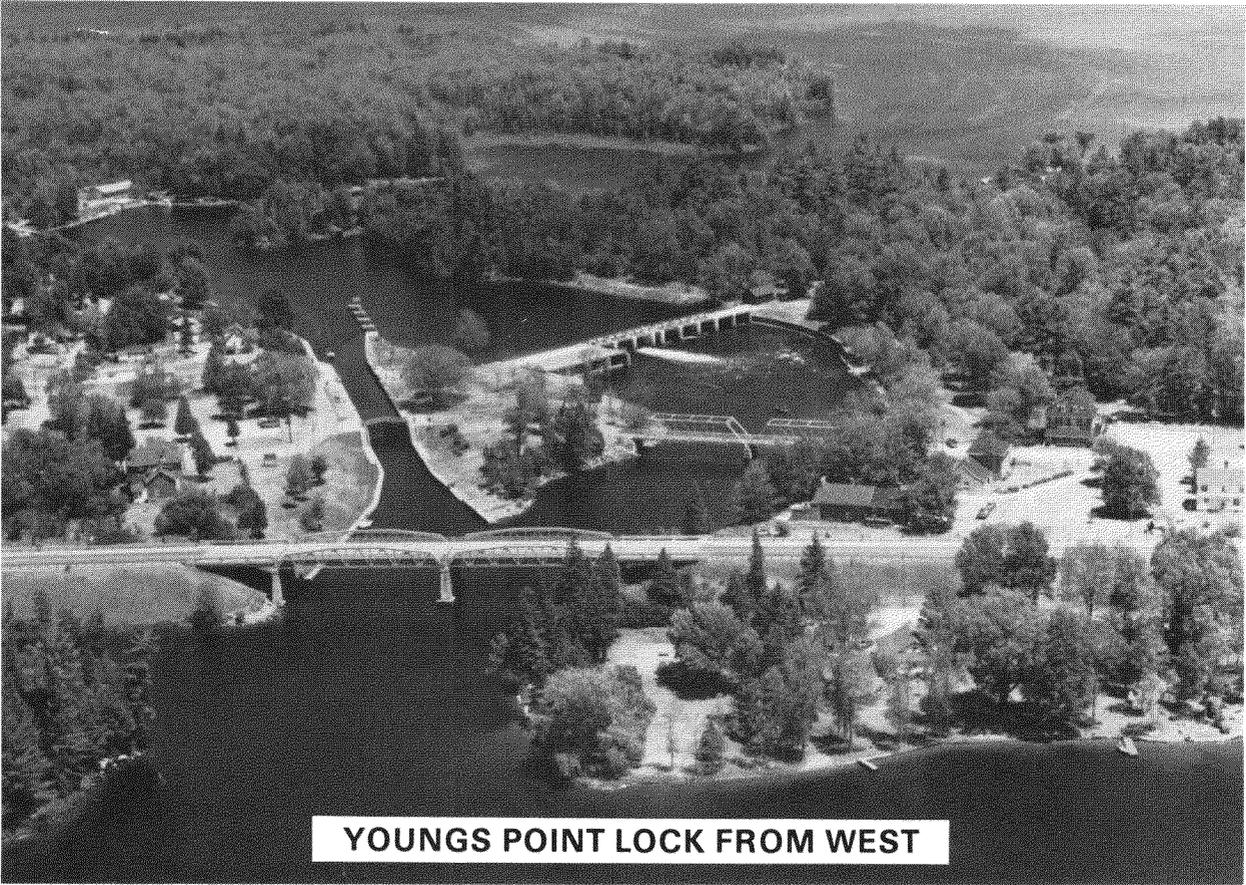
*Lakefield to Burleigh Falls*

100 The route from Lakefield to Burleigh Falls passes through some of the Kawartha Lakes and is one of the most scenic areas in the entire waterway. The channel is well marked by buoys and day beacons. The distance from Lakefield to Burleigh Falls is about 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.

101 **Katchewanooka Lake** is about 5 miles long and 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; it is not advisable to leave the channel.

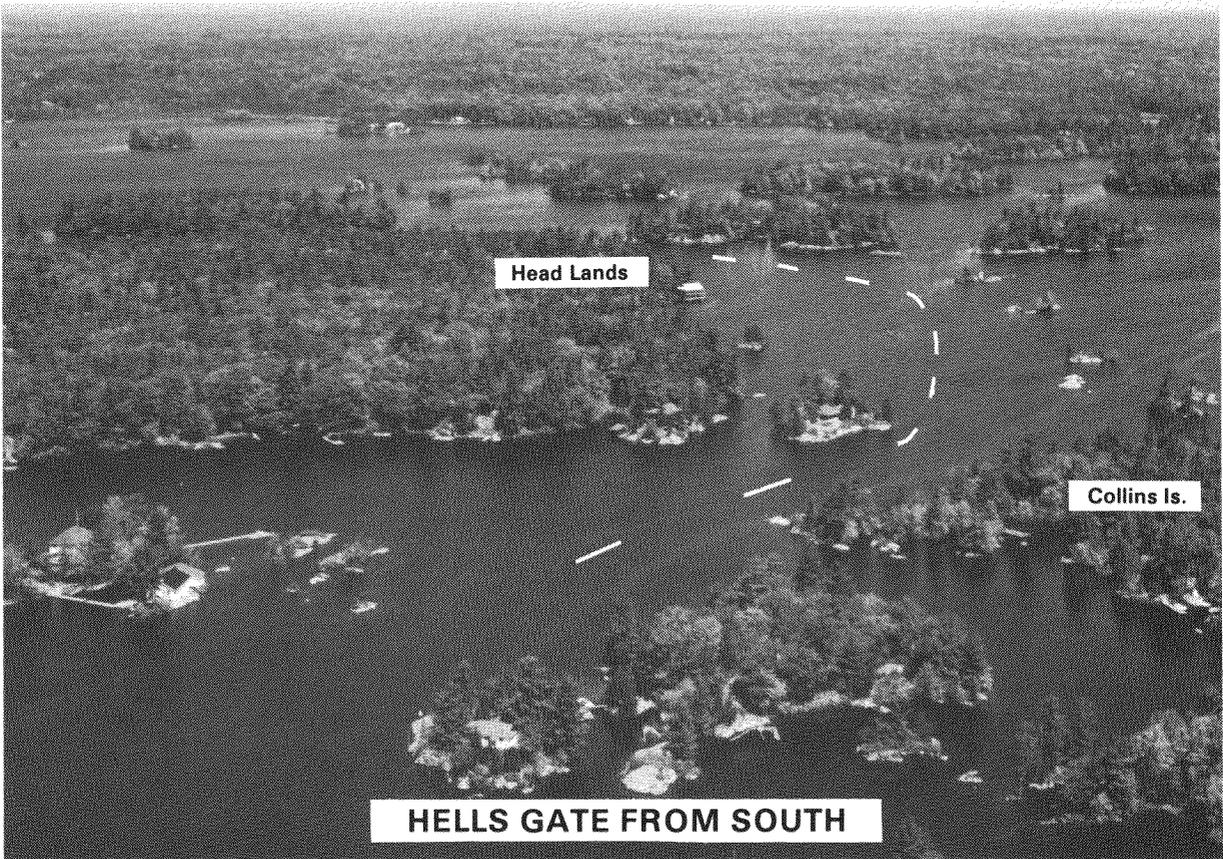
102 **Submerged cables** cross the lake near mile 101.5 and mile 101.9.

103 *Lakefield College School*, a well-known private school, is situated on the east shore of the lake about 0.5 mile NNE of Lakefield Park.



**YOUNGS POINT LOCK FROM WEST**

1988



**Head Lands**

**Collins Is.**

**HELLS GATE FROM SOUTH**

1985

*Chart 2023-2.*

104 **Marinas.** — A marina located at the south end of the lake was previously mentioned.

105 *Katchewanooka Resort*, a cottage resort on the west shore near mile 103, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered a ramp, some repairs, canoe and boat rentals, water taxi service, pay phone, groceries, bait, tackle, charts, water, ice and gasoline.

106 *Kawartha Lodge Cottages*, a cottage resort on the west shore near mile 103.2, had depths of 4 feet (1.2 m) in 1988 and offered a ramp, boat rentals, camping, picnic area, pay phone, some groceries, bait, tackle, charts, water, ice and gasoline. *Katchewanooka Golf Course* is 5 km away.

107 *Ring Tail Camp*, a camping and trailer resort on the NW shore of the lake near mile 104, in 1988 reported no facilities for passing boaters.

108 **Youngs Point** is a settlement situated at the north end of Katchewanooka Lake. In 1981 it had a population of 293.

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

110 **Bridge.** — The road bridge close west of the lock at Youngs Point has a 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.

111 **Cables.** — An overhead cable with a clearance of 33 feet (10 m) crosses the route close east of the bridge and a submerged cable crosses close west of the lock.

112 *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. A tea room was planned for 1989.

113 *Youngs Point General Store*, open year round close north of the lock, is a post office and in 1988 offered groceries, pay phone, bait, tackle, ice and naphtha, with a snack bar close by.

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

115 **Marinas.** — Three marinas are located on Clear Lake close above Youngs Point lock, as shown on the chart:

116 *Islandview Cottages & Trailer Park* had depths of 6 to 12 feet (1.8 to 3.7 m) in 1988 and offered dockage with power and water, pump out, ramp, canoe and boat rentals, picnic area, camping, showers, pay phone, restaurant, some groceries, sandy beach, children's playground, bait, tackle, ice, gasoline and diesel fuel. The dock is lit at night. VHF was planned for 1989.

117 *Youngs Point Marina* had depths of 5 feet (1.5 m) in 1988 and offered 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.

118 *Clearview Cottage Resort*, on the south shore near South Beach, had depths of 3 feet (0.9 m) in 1988 and offered a small ramp, canoe and boat rentals, bait, tackle, water, ice and gasoline.

119 **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.

120 **Clear Lake** is about 5 miles long and 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.

121 **Light.** — Youngs Point light ( $44^{\circ}29'N.$ ,  $78^{\circ}13'W.$ ) is situated on the west shore of Clear Lake, about 0.5 mile from Youngs Point lock. It is shown at an elevation of 20 feet (6.1 m) from a white mast with a port hand day beacon marked C167.

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

123 **Kawartha Park** is situated on the west shore of the lake in the vicinity of mile 108. A **Public wharf** is located at the park, consisting of 3 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) in 1988.

124 **Marina.** — *Kawartha Park Marina*, adjacent to the Public wharf, had depths of 8 feet (2.4 m) in 1988 and offered dockage with power

*Chart 2023-2.*

and water, pump out, repairs and salvage work, boat and motor sales and service, 1.8 tonne hoist, boat hardware, boat rentals, water taxi, pay phone, picnic area, snack bar, groceries, bait, tackle, propane, ice and gasoline. *Kawartha Park Marina* is also a summer post office. This marina specializes in sales and service of all kinds of motors, and is an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

125 **Hannahs Rock** is a small rock, 2 feet (0.6 m) in elevation, situated about 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.

126 **Buoy.** — A bifurcation (junction) buoy marked *CK*, close south of Hannahs Rock, marks the route to Kawartha Park.

127 **Hells Gate** is situated 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 day beacons. For a view of Hells Gate *see* the photograph.

128 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.



**CROWES LANDING, STONY LAKE**

*Chart 2023-2.*

129 **Light.** — Clear Lake light, situated on an islet about 1.3 miles NE of Hannahs Rock, is shown at an elevation of 34 feet (10.4 m) from a skeleton tower 30 feet (9 m) high with a star-board hand day beacon marked C180. The light is on the east side of the main channel leading to Hells Gate.

130 **Buoy.** — A bifurcation (junction) buoy marked *CS* is moored at the north entrance to Hells Gate, about 700 feet (210 m) NW of Hitchins Island.

131 From the above-mentioned buoy the main route of the waterway leads to the west for 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 day beacons.

*Chart 2023-3.**Stony Lake*

132 **Stony Lake** is about 10 miles long and averages a little more than 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.

133 **Buoy.** — A bifurcation (junction) buoy marked *CM* is moored about 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.

134 **Juniper Island** is a large island situated just east of Hells Gate. A **Public wharf** 150 feet (46 m) long and 2 feet (0.6 m) in elevation is located at the NE end of the island. The wharf had depths of 9 feet (2.7 m) along the dock face in 1988.

135 The *Association of Stony Lake Cottagers* maintains a post here during July and August. Facilities available in 1988 included dockage, pay phone, post office, snack bar and some groceries. The Association operates a sailing school here, and the dock is lit.

136 **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) in 1988, and a floating section 65 feet (20 m) long with depths of 6 feet (1.8 m).

137 **Marinas.** — *Choate Supply Store*, at the Public wharf, had depths of 5 to 6 feet (1.5 to 1.8 m) in 1988 and offered dockage with power and water, ramp, some boat hardware, minor motor repairs, canoe and boat rentals, water taxi, pay phone, snack bar, groceries, bait, tackle, charts, ice and gasoline.

138 *Wantasa Resort*, a cottage resort about 0.1 mile NE of the Public wharf, had depths of 5 to 8 feet (1.5 to 2.4 m) in 1988 and for their guests had facilities such as dockage, ramp, canoe rentals, picnic areas and showers.

139 *Carveth's Marina*, 0.3 mile SW of the Landing, had 3 to 6 feet (1.5 to 1.8 m) in 1988 and offered 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, pay phone, snack bar, propane, bait, tackle, charts, ice, gasoline and diesel fuel.

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

141 **Mount Julian** is a settlement on the north shore of the lake approximately 0.7 mile north of the 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) in 1988.

142 **Marinas.** — *Mt. Julian Hotel*, an American Plan hotel with cottages close NW of the Public wharf, had depths of 7 feet (2.1 m) in 1988 and offered dockage, gravel ramp, canoe and boat rentals, pay phone, dining room, bait, tackle, charts, ice and gasoline.

143 *Viamede Resort Hotel*, close to the east, had depths of 9 feet (2.7 m) in 1988 and offered dockage with power and water, ramp, boat rentals, pay phone, licensed dining room (by reservation) and ice.

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

145 **Light.** — Ship Island light, situated on the east end of the island, is shown at an elevation of 11 feet (3.4 m) from a skeleton tower.

*Chart 2023-3.*

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

147 **Northey Bay** lies on the north shore about 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.

148 **Bayview Marina**, open year round on the north side of Northey Bay, had depths of 3 to 16 feet (0.9 to 4.9 m) in 1988 and offered dockage with power and water, ramp, repairs and salvage work, 30 tonne hoist, canoe and boat rentals, boat hardware, propane, charts and gasoline. This firm specializes in propeller sales and propeller rebuilding.

149 **Woods Island** lies about 0.5 mile east of the entrance to Northey Bay. The route to Crowes Landing passes south of Woods Island.

150 **Crowes Landing** is a settlement on the south shore of the lake, approximately 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 2 floating sections each 65 feet (20 m) long with depths of 6 to 18 feet (1.8 to 5.5 m) in 1988.

151 **Marinas.** — *Knox's Marina*, next to the Public wharf, had depths of 6 to 7 feet (1.8 to 2.1 m) in 1988 and offered dockage with power and water, ramp, engine repairs, boat and outboard motor sales and service, boat hardware, canoe and boat rentals, water taxi service, pay phone, groceries, propane, charts, ice and gasoline. This marina specializes in repairs to all makes of motors. *The Crowe's Nest* store here also carries local crafts.

152 *Whetung's Store and Marina*, also at Crowes Landing, had depths of 3 to 7 feet (0.9 to 2.1 m) in 1988 and offered dockage with power outlets, ramp, outboard motor repairs, some boat hardware, canoe and boat rentals, water taxi, picnic area, camping, groceries, propane, naphtha, bait, tackle, charts, ice and gasoline. The general store here also carries bottled water, groceries, souvenirs and local Ojibwa crafts.

153 *Burnham Lodge*, an American Plan lodge and cottage resort 0.2 mile west of here, had depths of 5 to 7 feet (1.5 to 2.1 m) in 1988 and offered facilities only to resident guests.

154 The marina shown at the NE end of Stony Lake on the 1985 edition of the chart was closed in 1988.

155 **Lights.** — 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.

*Chart 2023-2.**Burleigh Falls*

156 **Burleigh Falls**, which in 1981 had a population of 88, is a settlement about 2 miles west of Stony Lake offering motels and a restaurant.

157 **Wharves.** — A Public wharf 125 feet (38 m) long with an elevation of 2 feet (0.6 m) and depths of 5 to 11 feet (1.5 to 3.4 m) in 1988 is located on Stony Lake, east of the lock, as shown on the chart.

158 **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 I. For a view of the lock see the photograph.

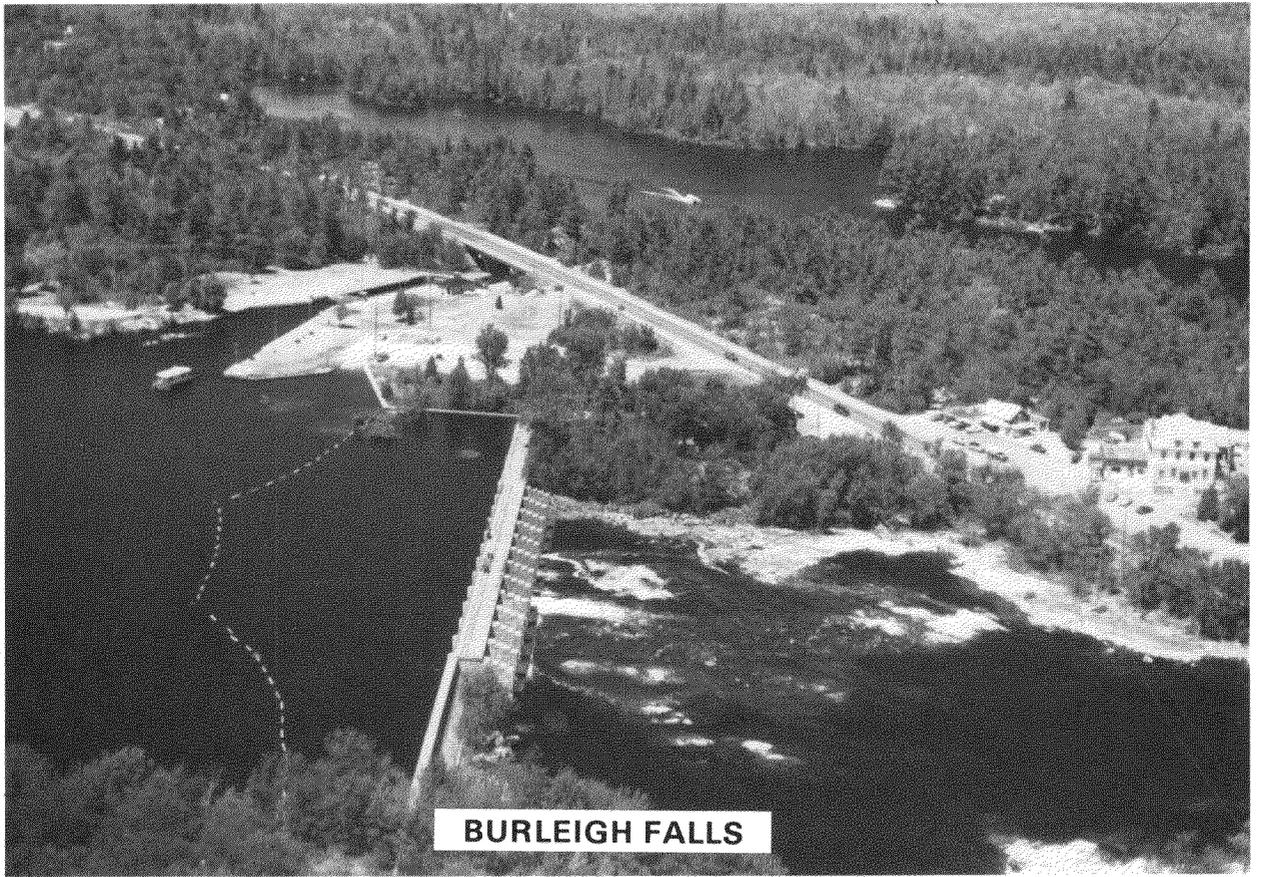
159 **Marinas.** — There are three marinas near Burleigh Falls, two below the lock and one above:

160 *Lovesick Lake Park*, a campground and trailer park at the SE corner of Lovesick Lake, had depths of 2 to 10 feet (0.6 to 3 m) in 1988 and offered a ramp, canoe and boat rentals, pay phone, camping, showers, restaurant, groceries, bait, tackle, water, ice and gasoline. Not available to houseboats in 1988.

161 *Sportsman's Motel and Cottages*, on the Stony Lake side of the lock, had depths of 5 to 10 feet (1.5 to 3 m) in 1988 and offered some dockage with power and water, ramp, boat rentals, water taxi, motel accomodation, bait, and gasoline.

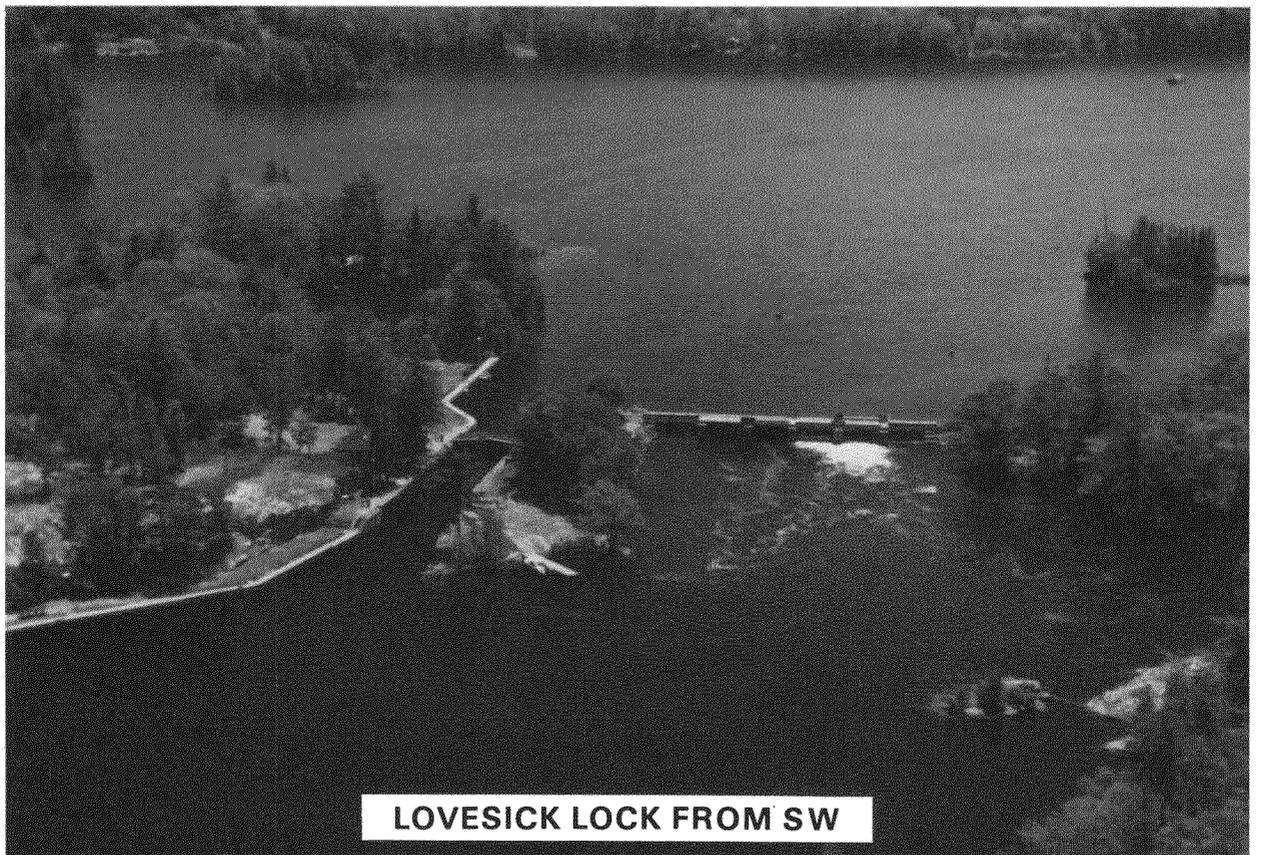
162 *Park Hotel Motel and Cottages*, also on the Stony Lake side of the lock, had depths of 6 feet (1.8 m) in 1988 and offered dockage, ramp, boat rentals, motel accommodation, pay phone, snack bar and restaurant, gift shop, swimming pool, groceries, bait, tackle, ice and gasoline.

163 *The Trading Post*, a general store and snack bar next to *Park Motel* and not far from



**BURLEIGH FALLS**

1988



**LOVESICK LOCK FROM SW**

1988

*Chart 2023-2.*

the Burleigh Falls lock, in 1988 had gasoline pumps and carried groceries, souvenirs, bait, ice, and was noted for its home-made pies.

*Burleigh Falls to Buckhorn*

164 The main route of the waterway leads to the west from Burleigh Falls to Buckhorn, a distance of nearly 8 miles. The channel passes through **Lovesick Lake** and Lower Buckhorn Lake, two of the Kawarthas; it is marked with buoys and day beacons. 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.

165 **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 I.

166 **Lower Buckhorn Lake**, about 5 miles long and 1 mile wide, contains numerous islands, rocks, shoals, and in some areas, stumps and weeds. Without local knowledge, the boater is advised to keep to the main channel.

167 **Marina.** — *Deer Bay Marina*, near mile 115.5, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, motor repairs, some boat hardware, 1 tonne hoist, canoe and boat rentals, water taxi service, pay phone, snack bar, picnic area, camping, laundromat, showers, groceries, propane, bait, tackle, charts, ice, gasoline and diesel fuel.

168 **Deer Bay** lies on the south side of Lower Buckhorn Lake about midway between Burleigh Falls and Buckhorn. Camping facilities are available at *Deer Bay Park* situated on the SW part of the bay near **Pearsons Point** ( $44^{\circ}32'N.$ ,  $78^{\circ}17'W.$ ).

169 **Marina.** — *Beachwood Resort*, a cottage resort on the NW shore of Deer Bay about 0.5 mile south of Black Point, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage with power and water, ramp, canoe and boat rentals, water taxi service, motel accommodation, pay phone, showers, licensed dining room,

some groceries, bait, tackle, ice and gasoline. Not available to houseboats in 1988.

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

171 **Marina.** — *Maranatha Marina* at Victoria Springs had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power outlets and pay phone. Other facilities were not available in 1988.

172 *Westwind Resort*, situated on the north shore near mile 119.1, had depths of 2 to 5 feet (0.6 to 1.5 m) in 1988 and offered some dockage, canoe rentals, pay phone, showers and licensed dining room.

173 *Gallery on the Lake*, located next to *Westwind Resort*, had some dockage available for visiting boaters.

174 **Overhead cable.** — An overhead power line crosses the route at mile 120 near the west end of Lower Buckhorn Lake. This power line has a clearance of 50 feet (15.2 m).

*Buckhorn*

175 **Buckhorn** is a lively resort community situated at the west extremity of Lower Buckhorn Lake. It had a population of 248 in 1981.

176 **Facilities.** — In 1988 Buckhorn had churches, several stores, restaurants, post office, liquor and beer store, hotels, motels, museums and a service station.

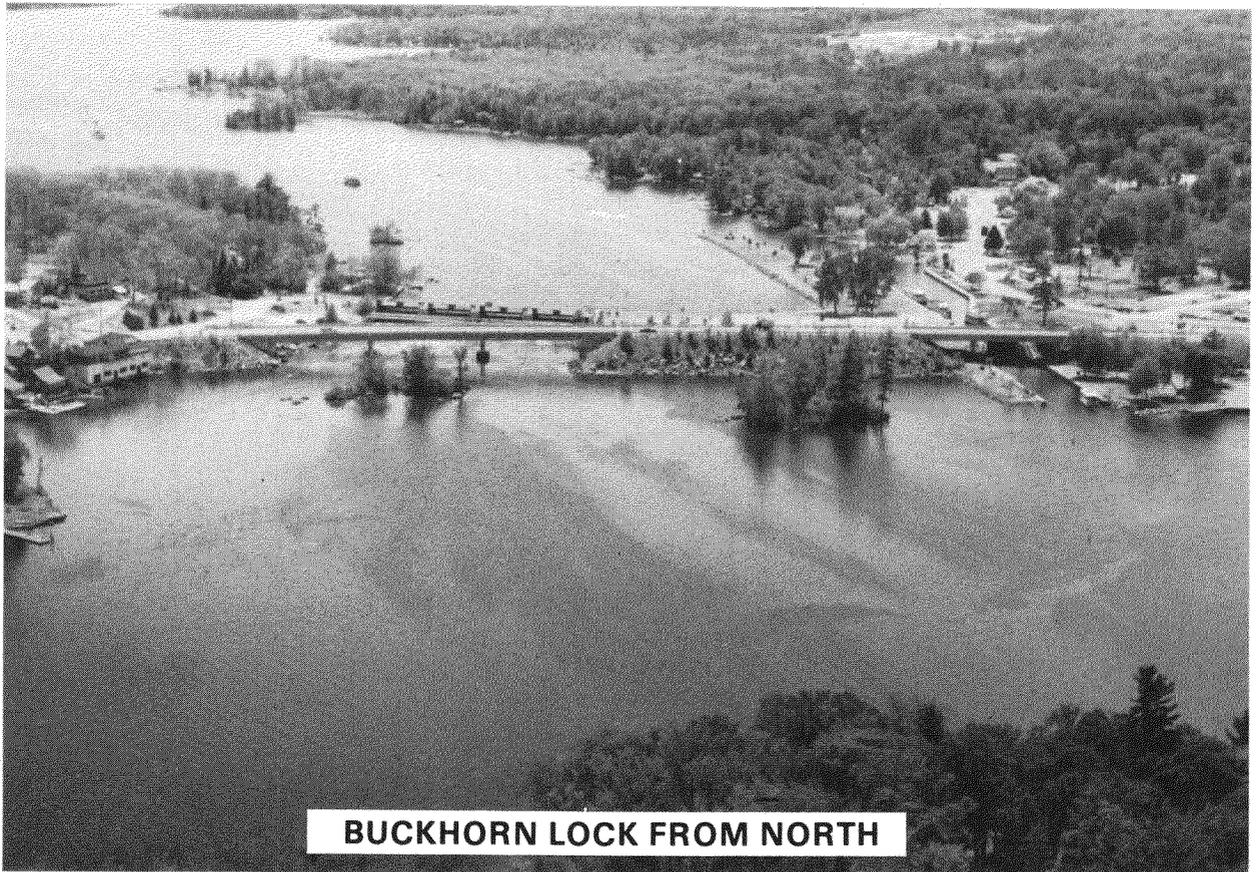
177 **Buckhorn lock** (lock 31) has a lift of 11 feet (3.4 m). For a view of the lock *see* the photograph.

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

179 **Marinas.** — Facilities for boaters are available above and below the lock at Buckhorn:

180 *Shearer's Pro-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. In 1988 this store carried boat hardware, bait, tackle, naphtha, charts and ice. *Shearer's Pro-Hardware* is also an authorized

## Chart 2023-2.



BUCKHORN LOCK FROM NORTH

1988

dealer for Canadian Hydrographic Service nautical **charts** and publications.

181 *Sunrise Resort*, on Lower Buckhorn Lake just north of lock 31, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, ramp, boat hardware, canoe and boat rentals, pay phone, picnic area, showers, groceries, bait, tackle, charts, ice and gasoline. This firm is also an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

182 *Three Castles Resort*, on the SE shore 0.2 mile east of the lock, in 1988 had no facilities available to passing boaters.

183 *Twin Willows Restaurant*, in the SW approaches to lock 31, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered pay phone, ice

and gasoline as well as the snack bar and restaurant.

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

185 **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.

186 The *Whetung Art Gallery*, open year round on the *Curve Lake Indian Reserve* about 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.

*Chart 2023-2.*

187 The *Gallery on the Lake*, open year round on the north shore about 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.

188 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.

189 *Buckhorn Wildlife 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*.

190 **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.

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

## CHAPTER V

### BUCKHORN TO LAKE SIMCOE

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 I 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 *Boating 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 2024-1.*

#### *Buckhorn to Gannon Narrows*

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

4 **Buckhorn Lake** is about 8 miles long and 0.5 mile wide in the NE half and 3 miles wide in the SW half. It contains numerous islands that provide shelter for boats during windy conditions. Without local knowledge, it is advisable to keep to the buoyed channel in the lake.

5 **Marinas.** — There are two marinas on the west shore at the north end of Buckhorn Lake:

6 *Buckhorn Yacht Harbour* had depths of 3 feet (0.9 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs and salvage work, 20 tonne hoist, outboard motor sales and service, boat hardware, water taxi service, pay phone, showers, groceries, naphtha, bait, tackle, ice and gasoline. This firm specializes in propeller repairs.

7 *Melody Bay Resort*, a trailer and cottage park close south of Nicholl's Point, had depths of 2 to 4 feet (0.6 to 1.2 m) in 1988 and offered boat

rentals, pay phone, camping, groceries, bait, tackle, water, ice and gasoline.

8 **Buckhorn Narrows** is a narrow passage approximately 2.2 miles SW of Buckhorn. The passage is hazardous but well buoyed. A port hand day beacon situated close south of the narrows can be used as a leading beacon when approaching Buckhorn Narrows from the SSW.

9 At the SW entrance to Buckhorn Narrows, close south of buoy C303, is a brown and yellow sign "Sunken Island — Île submergée" mounted on a rock awash.

10 **Marinas.** — There are several marinas in the northern part of the lake south of Buckhorn Narrows:

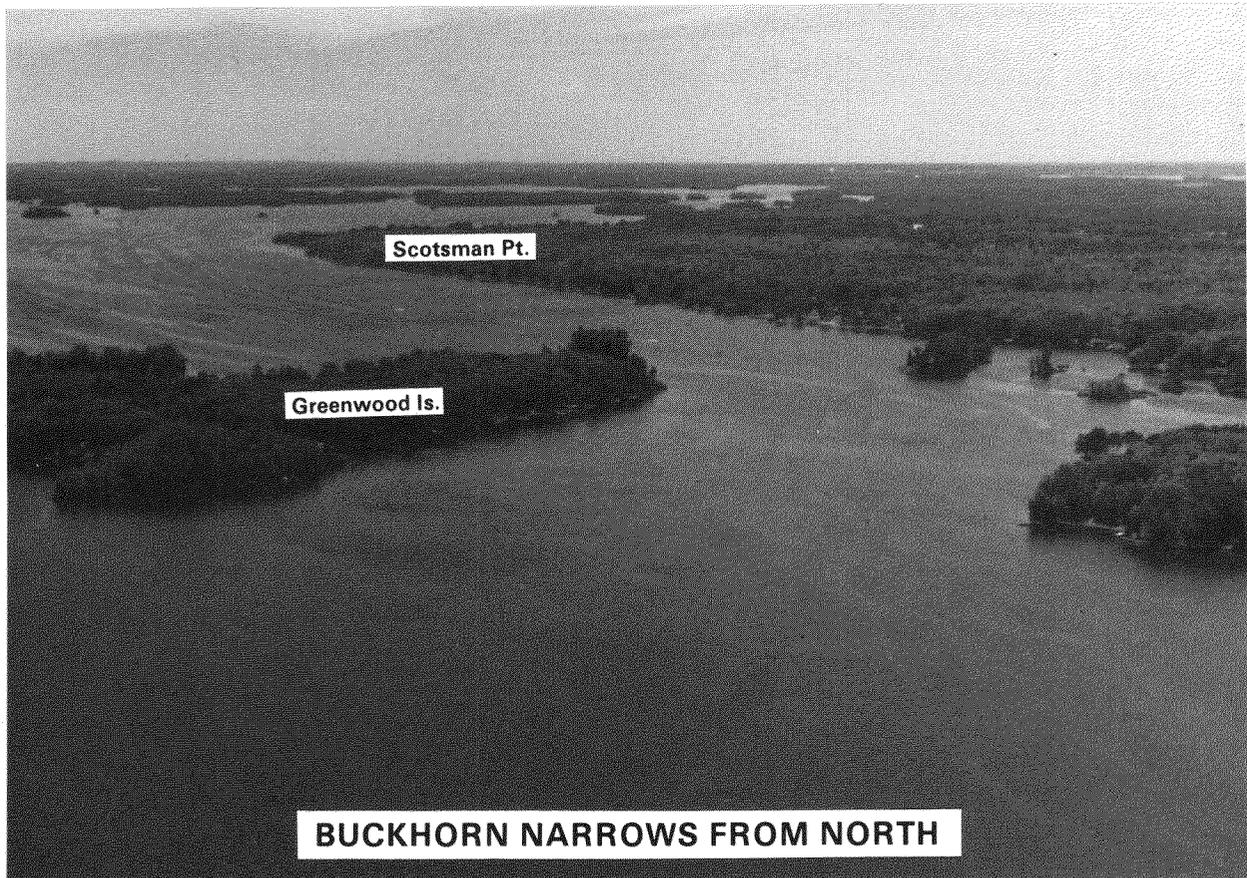
11 *Buckhorn Narrows Resort*, a trailer and cottage resort on the west shore south of Buckhorn Narrows, had depths of 2 to 5 feet (0.6 to 1.5 m) in 1988 and offered dockage, gravel ramp, boat rentals, pay phone, picnic area, camping, showers, laundromat, groceries, bait, tackle, charts, water, ice and gasoline.

12 *The Birches*, a cottage resort on the west shore near mile 123.7, had depths of 2 to 4 feet (0.6 to 1.2 m) in 1988 and offered a gravel ramp, boat rentals, pay phone, restaurant, tennis court, groceries, bait, tackle, ice and some gasoline.

13 *Scotsman Point Resort*, open year round close west of **Scotsman Point** on the west shore of the lake, had depths of 2 to 4 feet (0.6 to 1.2 m) in 1988 and offered dockage with power and water, ramp, minor outboard motor repairs, canoe and boat rentals, water taxi service, pay phone, laundromat, snack bar, tearoom, children's playground, groceries, bait, tackle, charts, ice and gasoline. The *Kawartha Room* here is noted for its afternoon teas.

14 *Six Foot Bay Marina*, a trailer park and cottage resort 0.3 mile west of Scotsman Point, had depths of 2 to 4 feet (0.6 to 1.2 m) in 1988 and offered dockage with power and water, ramp, engine repairs and salvage work, boat hardware, canoe and boat rentals, pay phone, picnic area, camping, showers, laundromat, snack bar, licensed restaurant, 18 hole golf

Chart 2024-1.



1988

course, mini golf, tennis courts, groceries, bait, tackle, charts, ice and gasoline.

15 **Pioneer Park**, a camping and trailer resort on the east shore of Buckhorn Lake near mile 125.2, had depths of 3 to 7 feet (0.9 to 2.1 m) in 1988 and offered dockage with power and water, ramp, canoe and boat rentals, pay phone, picnic area, camping, showers, laundromat, tennis, children's playground, snack bar and restaurant, groceries, bait, tackle, charts, ice and gasoline.

16 **Lights.** — Several lights on posts are privately maintained along the breakwall at **Pioneer Park**.

17 **Fox Island** is a large island and Indian Reserve in the central area of the SW portion of Buckhorn Lake. The main route passes close north of the island.

18 **Buoy.** — A bifurcation (junction) buoy marked "CH" is moored about 3 miles SSW of Buckhorn Narrows and 0.5 mile NE of Fox Island, marking a buoyed channel that leads to Harrington Narrows and Chemung Lake.

19 **Nichol Island** is a medium size island about 800 feet (244 m) NW of Fox Island.

20 The passage between Nichol and Fox Islands is dredged and narrow, and is marked at both ends by day beacons.

21 **Buoy.** — A bifurcation (junction) buoy marked CE is moored about 1.3 miles SW of the passage between Nichol and Fox Islands, marking another channel leading to Harrington Narrows and Chemung Lake.

22 **Marinas.** — **Theona Park Resort**, just west of **Scollard Point** (44°27'N., 78°25'W.) at the south end of Buckhorn Lake, had depths of 3

*Chart 2024-1.*

to 6 feet (0.9 to 1.8 m) in 1988 and offered dockage, ramp, boat rentals, pay phone, 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 was not suitable for houseboats in 1988. The nearest medical facilities are at Bridgenorth, 6 km to the south.

23 *Emerald Isle Marina* on **Harrington Bay** had depths of 2 to 5 feet (0.6 to 1.5 m) in 1988 and offered some dockage with power and water, pump out, ramp, 5.5 tonne hoist, repairs and salvage work, boat hardware, boat and outboard motor sales and service, canoe and boat rentals, pay phone, picnic area, camping, groceries, naphtha, bait, tackle, charts, 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 was not suitable for houseboats in 1988.

*Chart 2024-3.**Chemung Lake*

24 **Harrington Narrows**, about 600 feet (183 m) wide, connects the SE end of Buckhorn Lake to Chemung Lake.

25 Dockage for boaters visiting the *Whetung Art Gallery* is located on the SE shore of Buckhorn Lake close north of Harrington Narrows.

26 The ramp charted on the north shore at the east side of Harrington Narrows is a sand and gravel ramp suitable only for small boats.

27 **Caution. — Pilings.** — A series of underwater pilings lies close off the SW shore of Harrington Narrows, about 0.2 mile east of Spencer Point. These pilings are the remains of a marina wharf.

28 **Chemung Lake** is about 14 miles long and 0.7 mile in width. There are few islands in the lake and it offers excellent cruising. There is a causeway and bridge about 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 fixed

white lights on each side. The route from Harrington Narrows to the bridge is shown on the chart.

29 **Park.** — In the northern part of Chemung Lake about 0.3 mile east of Birch Island, is a day-use park called *Selwyn 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) in 1988.

30 **Marinas.** — *Birch Bend Holiday Village*, a cottage resort on the east shore at the north end of Upper Chemong Lake, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage with power and water, small ramp, canoe and boat rentals, pay phone and gasoline.

31 The former location of *Pratt's Marine*, on the east shore opposite Harrington Narrows, in 1988 was being developed as a residential area. The *Katchewan Golf Club* is about 5 km east of here.

32 *Skyline Tourist Park*, a trailer park on the west shore about 3 miles south of Harrington Narrows, had depths of 3 to 10 feet (0.9 to 3 m) in 1988 and offered ramp, canoe and boat rentals, pay phone, showers, laundromat, swimming pool, snack bar, groceries, propane, bait, tackle, charts, water, ice and gasoline.

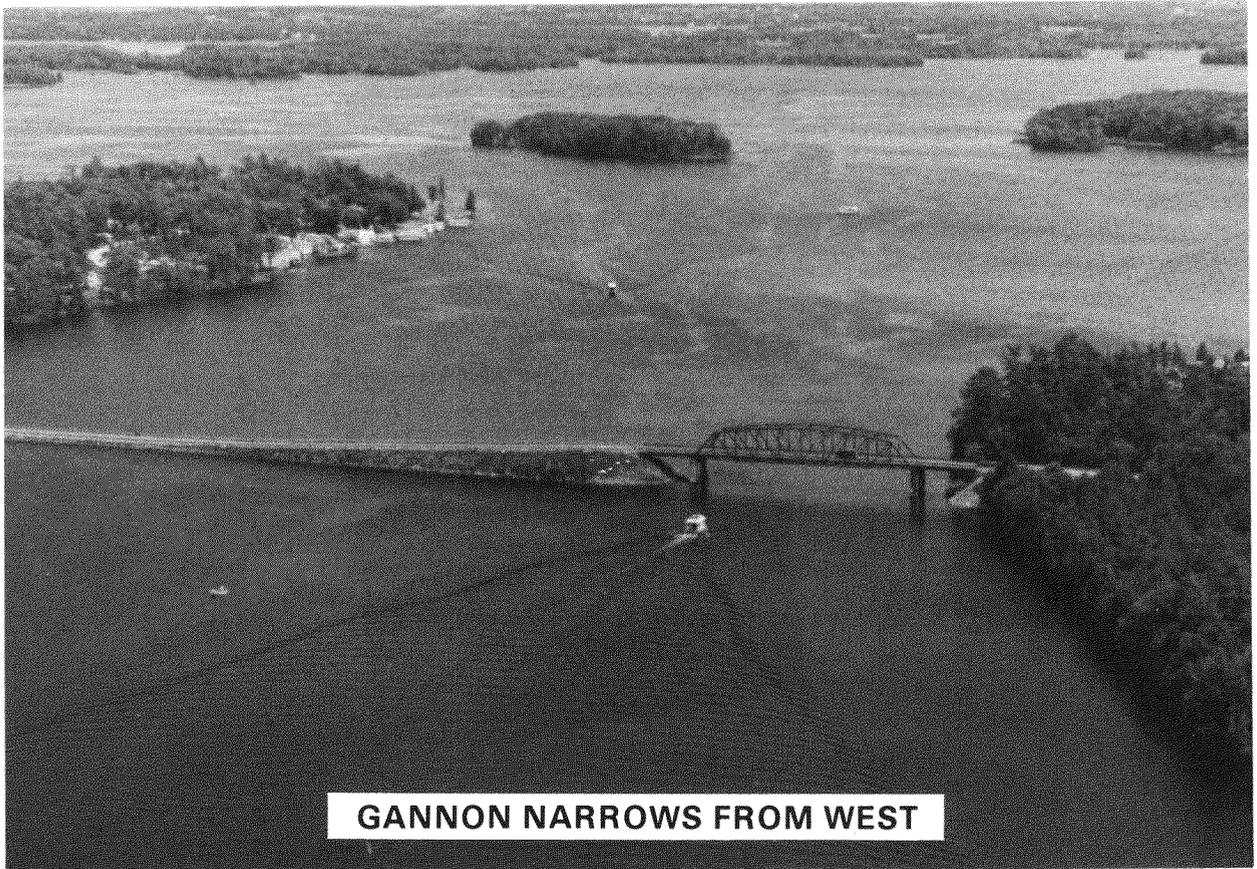
33 *Chemong Yacht Haven*, on the west shore about 0.5 mile north of the causeway, had depths of 2 to 8 feet (0.6 to 2.4 m) in 1988 and offered dockage, concrete ramp, 4.5 tonne hoist, repairs and salvage work, boat hardware, pay phone, picnic area, snack bar, bait, tackle, charts, water, ice and gasoline. There is also a dancehall here with regular summer weekly square dances. Pump out was planned for 1989.

34 *Mars Marina*, also on the west shore about 0.5 mile north of the causeway, had depths of 3 to 8 feet (0.9 to 2.4 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs and salvage work, boat sales and service, 15 tonne hoist, boat hardware, pay phone, picnic area, showers, snack bar, ice and gasoline. This marina specializes in repairs to all types of motors.



**BRIDGENORTH**

1988



**GANNON NARROWS FROM WEST**

1988

## Chart 2024-3.

*Bridgenorth*

35 **Bridgenorth** is a settlement at the east end of the causeway. It had a population of 1,633 in 1981, and facilities include churches, stores, restaurants, post office, a bank, medical centre, doctors, dentist, veterinarian, motel, liquor and beer store. Golf and tennis are near by.

36 **Marinas.** — Several marinas are located at or near Bridgenorth, as shown on the chart:

37 *Pine Grove Park*, a resort at the west end of the causeway, has dockage for the use of boaters visiting its restaurant.

38 *Dutch Marine*, open year round on the east shore 0.3 mile north of the causeway, had depths of 3 to 6 feet (0.9 to 1.8 m) in 1988 and offered some dockage with power and water, pump out, concrete ramp, 8 tonne hoist, repairs, boat hardware, showers, pay phone and gasoline. This marina specializes in engine repairs and has a diver on staff.

39 *Bridgenorth Sports Centre*, at the SE end of the causeway, specializes in bait and tackle of all kinds and repairs rods and reels.

40 *Old Causeway Marine*, a new facility close south of the causeway at Bridgenorth, had depths of 5 feet (1.5 m) in 1988 and offered dockage 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.

41 *Stuart's Marine*, south of the causeway at Bridgenorth, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered some dockage, ramp, boat rentals, boat hardware, charts and gasoline.

42 *Holiday Sports Centre*, close south of *Stuart's*, in 1988 offered a ramp and specialized in repairs and service to all types of engines. A shopping centre is near by.

43 *Fife Bay Marina*, on the east shore near the south end of the lake, had depths of 2 to 4 feet (0.6 to 1.2 m) in 1988 and offered dockage with power and water, ramp, boat hardware, engine repairs, boat and outboard motor sales and service, canoe and boat rentals, pay phone, picnic area, snack bar, groceries, bait, tackle, ice and gasoline.

## Chart 2024-2.

*Gannon Narrows to Bobcaygeon*

44 **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).

45 **Jacob Island**, thickly 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.

46 **Blind Channel** is a sheltered route passing east and north of Jacob Island and White Island.

47 **Submerged cables.** — 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.

48 **Marina.** — *Three Buoys Houseboat Vacations*, at Oak Orchard on the NE shore about 0.3 mile SE of the Gannon Narrows causeway, had depths of 4 to 10 feet (1.2 to 3 m) in 1988 and offered dockage with power and water, pump out, ramp, houseboat rentals, pay phone, picnic area, snack bar, some groceries, propane, naphtha, charts, ice and gasoline.

49 The route from the west entrance to Gannon Narrows to Bobcaygeon covers about 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.

50 **Pigeon Lake** is about 17 miles long and varies in width from about 1 mile in the south part to 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.

51 **Light.** — **Thorne Island** light is shown at an elevation of 37 feet (11.3 m) from a skeleton tower 32 feet (9.8 m) high with a port hand day beacon, situated on the island south of the west entrance to Gannon Narrows ( $44^{\circ}28'N.$ ,  $78^{\circ}29'W.$ ).

## Chart 2024-2.

52 **Marinas.** — *Gannon Narrows Marina* (formerly *Maple Leaf Marina*), about 0.6 mile NE of Thorne Island, had depths of 3 to 4 feet (0.9 to 1.2 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs and salvage work, some boat hardware, water taxi service, pay phone, picnic area, small restaurant, groceries, bait, tackle, ice and gasoline.

53 *Elim Lodge*, a year-round Christian retreat and conference centre, lies about 1 mile north of Thorne Island and had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 offering dockage, pump out, ramp, canoe and boat rentals, camping, pay phone, showers, laundromat, snack bar and dining room, book store, tennis, swimming pool, children's playground, groceries, propane, bait, tackle, water, ice and gasoline. There is also a church here with daily summer services.

54 *Camp Ashtabula*, a cottage and trailer resort 0.2 mile SE of **Davis Point**, had depths of 2 to 5 feet (0.6 to 1.5 m) in 1988 and offered ramp, boat rentals, some bait and tackle, water and gasoline.

55 *Camp Fisherman* had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage, gravel ramp, canoe and boat rentals, pay phone, picnic area, camping, showers, laundromat, children's playground, propane, bait, tackle, charts, ice and some gasoline. Not suitable for houseboats.

56 *Timberlane Acres*, at Davis Point, is a cottage and trailer resort. With depths of 2 to 3 feet (0.6 to 0.9 m) in 1988, facilities available included dockage with power and water, ramp, boat rentals, some boat hardware, camping, laundromat, groceries, bait, tackle and ice.

57 *Pigeon Lake Campers Resort*, 0.4 mile north of Davis Point, is private with no facilities for passing boaters.

58 *Sandy Point Marina*, at **Sandy Point** on the east side of Pigeon Lake, had depths of 3 to 4 feet (0.9 to 1.2 m) in 1988 and offered some dockage with power and water, engine repairs, boat and motor sales and service, pay phone, picnic area, charts and gasoline.

59 *Midway Marina*, at Crane Bay 3 miles NNW of Sandy Point and 0.6 mile SE of the entrance to Big Bob Channel, was closed in 1988.

60 *Pigeon Lake Yacht Club*, a private organization, has its premises in the south part of Crane Bay.

61 **Light.** — Beacon Island light is shown at an elevation of 36 feet (11 m) from a skeleton mast 32 feet (9.8 m) high with a starboard hand day beacon, situated on the island about 0.4 mile NE of the east entrance to Big Bob Channel. This red day beacon is the first navigation aid seen when approaching from south and makes a good leading mark until the Big Bob Channel beacon and buoys are seen.

62 **Big Bob Channel** follows the northern branch of the Bobcaygeon River and leads from Pigeon Lake to the lock at Bobcaygeon, 0.8 mile to the west at mile 138.2.

63 **Bridge.** — The road bridge crossing the channel near mile 137.8 has a clearance of 22 feet (6.7 m).

*Bobcaygeon*

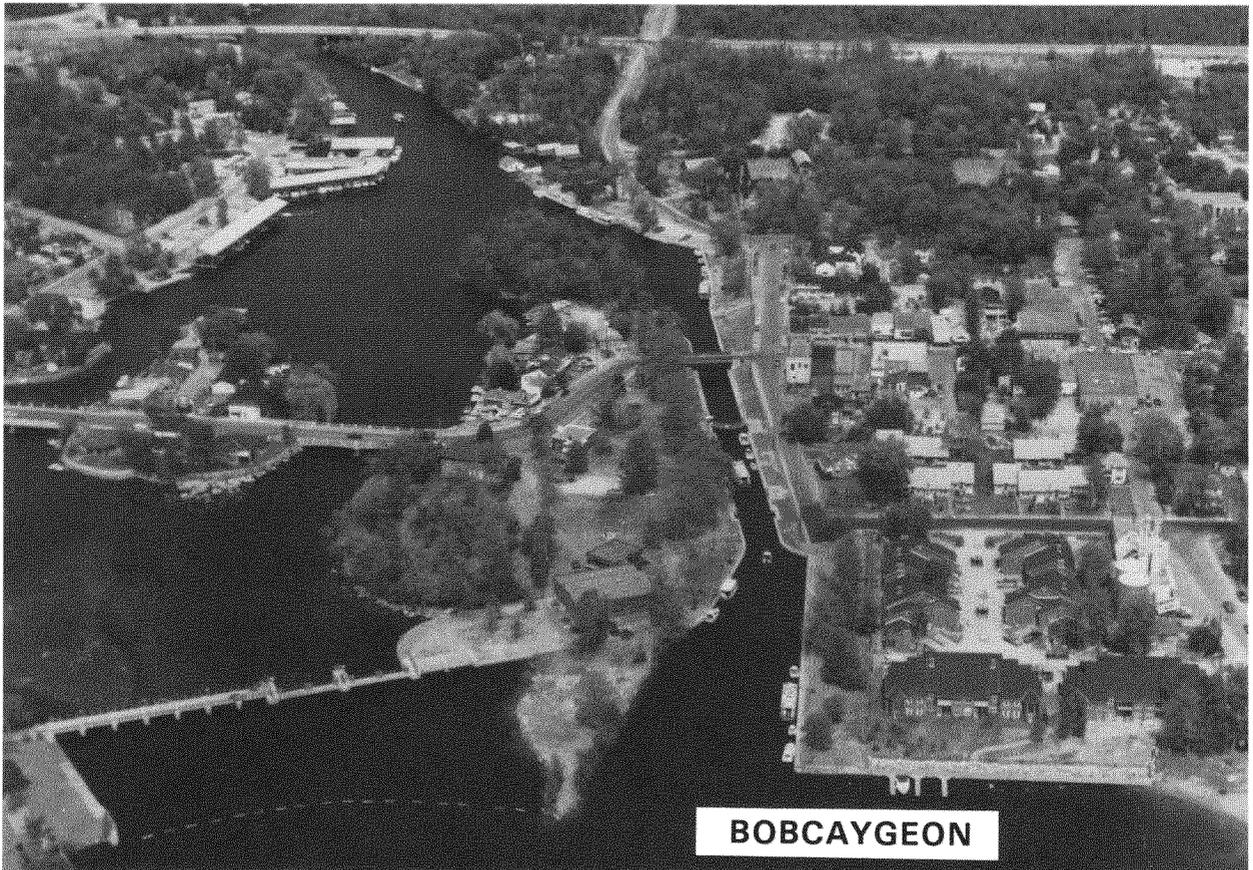
64 **Bobcaygeon lock** (lock 32) lies on the south side of Big Bob Channel and has a lift of 6 feet (1.8 m). The approach to the lock is marked by buoys. Traffic signal lights are fitted on the approach walls at each end of the lock. At the Pigeon Lake end the lights are on the north side and at the other end they are on the south side; for details see Chapter I.

65 The lock at Bobcaygeon is one of the busiest in the Trent-Severn system and is located in the heart of the village.

66 **Bridge.** — 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 clearance of 11 feet (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.

67 **Bobcaygeon** is a village situated on the Bobcaygeon River, midway between Pigeon Lake and Sturgeon Lake. In 1981 it had a population of 1,625.

68 **Facilities.** — Bobcaygeon is a busy resort centre and in 1988 had churches, banks, medical

*Chart 2024-2.*

1988

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).

69 **Charts** and nautical publications can be purchased from *Bobcaygeon Chamber of Commerce*, an authorized dealer for the Canadian Hydrographic Service.

70 **Marinas.** — *Elsner's Lodge Marina*, on the north shore 0.3 mile NE of the lock, had depths of 2 to 5 feet (0.6 to 1.5 m) in 1988 and offered boat rentals, some boat hardware, bait, tackle, charts, water, ice and gasoline.

71 *Gordon Yacht Harbour*, 0.2 mile NE of the lock, had depths of 3 to 9 feet (0.9 to 2.7 m) in 1988 and offered dockage with power and

water, pump out, ramp, repairs and salvage work, boat and motor sales and service, 9 tonne hoist, boat hardware, pay phone, picnic area, showers, charts, ice and gasoline. This marina reports monitoring VHF Channel 16 and specializes in engine repairs.

72 *Canal Restaurant*, a licensed restaurant 0.1 mile NE of the lock, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered dockage with power and water, small ramp, picnic area and groceries.

73 *Buckeye Tourist and Sporting Enterprises*, a year-round lodge and sporting goods store located in the centre of Bobcaygeon close north of the lock, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered some dockage with power and water, small ramp, engine repairs, salvage work, boat hardware, boat rentals, motel

*Chart 2024-2.*

accommodation, picnic area, bait, tackle, ice and gasoline. Groceries, pay phone, laundromat and the other facilities of Bobcaygeon are close by.

*Chart 2024-4.**Pigeon Lake — South part*

74 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.

75 The three **ramps** charted on the east shore of the lake south of **Flood's Landing** are gravel.

76 The village of Omemee lies on the Pigeon River about 4.5 miles south of the south end of Pigeon Lake.

77 The channel in the Pigeon River is buoyed as far as the Public wharf at Omemee. These aids are privately maintained.

78 A **highway bridge** over the Pigeon River about 1.7 miles SW of the south end of Pigeon Lake has a vertical clearance of 15 feet (4.6 m).

79 **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.

80 **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 1.3 miles farther south.

81 **Marinas.** — *Charlore Park Marina* (formerly *Sportsman's Lodge Marina*), at the tip of a point of land on the west shore at the south end of Pigeon Lake, was closed in 1988.

82 *Pinewood Trailer Park and Cottages*, a camping and trailer park at Keneden Park, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage, pump out, ramp, boat rentals, pay phone, picnic area, camping, showers, laundromat, groceries, bait, tackle, charts, water, ice and gasoline.

83 *Egan Marine*, on the east shore about 0.7 mile SW of Keneden Park, had depths of 3 feet (0.9 m) in 1988 and offered some dockage with power and water, pump out, houseboat rentals and ice.

84 *Fee's Landing Marina and Cottage Resort*, about 0.2 mile farther SW, had depths of 3 feet (0.9 m) in 1988 and offered some dockage, ramp, engine repairs, boat and outboard motor sales and service, canoe and boat rentals, boat hardware, some groceries, naphtha, bait, tackle, charts, ice and gasoline.

85 *Emily Provincial Park* lies on the east side of the Pigeon River about 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) in 1988. This is a *Recreation Park* and has dockage, ramp, swimming beaches, picnic areas, camping, showers, laundromat, pay phone, 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. A **bridge** with a vertical clearance of 15 feet (4.6 m) crosses the river at the park.

86 *Triple "T" Cedar Resort* (formerly *Pick-erel Point Resort*), on the east shore about 0.4 mile NE of the bridge, had depths of 4 feet (1.2 m) and was being renovated in 1988. Facilities available included dockage, canoe and boat rentals, pay phone, picnic area, camping, laundromat, sandy beach, bait, water, and a Go Kart track.

87 *Riverview Pavilion & Marina*, on the east side of the Pigeon River close north of the bridge at the *Emily Provincial Park*, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power outlets, ramp, engine repairs, some boat hardware, canoe and boat rentals, pay phone, picnic area, snack bar and licensed restaurant, gift shop, groceries, naphtha, bait, tackle, ice and gasoline.

88 The village of **Omemee** lies on the Pigeon River about 4.5 miles south of the south end of Pigeon Lake. The village had a population of 819 in 1981 and is mainly a business centre for the local agricultural community.

89 **Facilities.** — In 1988 Omemee had churches, a bank, post office, doctor, liquor and beer store, restaurant, pharmacy, art gallery, laundromat, several stores and service stations. Omemee is the home of *Regal Greeting and Gifts*, and the *Peterborough Gliding Club* has its

*Chart 2024-4.*

premises here. The nearest hospital is at Lindsay or Peterborough.

90 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 had an elevation of 2 feet (0.6 m) and depths of 3 feet (0.9 m) in 1988.

91 **Bridges.** — The trestle railroad bridge north of Omemee has a clearance of 15 feet (4.6 m), and the road bridge has a clearance of 10 feet (3 m) at its mid-point. A footbridge south of Omemee has a clearance of 4 feet (1.2 m). Navigation beyond here is obstructed by a dam.

92 **Tower.** — A prominent microwave tower is located south of the community of East Emily (44°20'N., 78°29'W.). It is visible from Pigeon Lake.

*Chart 2024-5.**Pigeon Lake — North part*

93 **Big Island**, known locally as Boyd's Island, lies in the north part of Pigeon Lake. The bay with its entrance about 1 mile NNW of the NW point of Big Island is **Nogies Creek Bay**.

94 **Bottom Islands** are two small islands in the mouth of Nogies Creek Bay.

95 **Marinas.** — There are three marinas in Nogies Creek Bay:

96 *Sunset Marina*, open all year on the east shore, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, ramp, boat hardware, repairs and salvage work, boat rentals, pay phone, picnic area, camping, showers, bait, tackle, ice and gasoline. There is a 9 hole golf course here.

97 *Blue Top Villa*, a motel and trailer park open all year on the west shore of Nogies Creek Bay, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage with power and water, ramp, repairs, canoe and boat rentals, pay phone, picnic area, camping, motel accommodation, showers, snack bar and licensed restaurant, bait, tackle and ice.

98 *Bellhaven Trailer Park*, a campground and trailer park with large marina facilities, also on the west shore of Nogies Creek Bay, in 1988

reserved their facilities for the use of their resident guests.

99 **Fair Oaks Point** is the southern extremity of the north shore about 0.7 mile north of Big Island.

100 **Nicholas Cove**, known locally as **Nichols Cove**, lies at the NE end of Pigeon Lake about 2.5 miles ENE of Big Island.

101 **Marinas.** — *Sugar Bush Cottages*, situated close west of Fair Oaks Point, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage, ramp, canoe and boat rentals, pay phone, picnic area, showers, children's playground, groceries, bait, tackle, charts, ice and gasoline.

102 *Nichols Cove Marina*, on the north shore of Nicholas Cove, was closed in 1988.

103 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.

104 **Marinas.** — *Oak Shores Marina*, on the NW side of Little Bald Lake, was closed in 1988.

105 *Bald Lake Marina*, a cottage resort at the east end of Big Bald Lake, was closed in 1988.

106 *Catalina Bay Resort* is a cottage resort at the NE end of Big Bald Lake. With depths of 3 feet (0.9 m) in 1988, facilities available included ramp, canoe and boat rentals, pay phone, picnic area, snack bar and licensed restaurant, groceries, bait, tackle, water, ice and gasoline.

*Chart 2025-1.**Bobcaygeon to Sturgeon Point*

107 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 16 miles. The route is well marked with buoys.

108 **Sturgeon Lake** is a large lake formed by two arms, one lying NE and SW, 9 miles long and a little less than 1 mile wide, the other lying north and south, 9 miles long and approximately 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

*Chart 2025-1.*

Scugog River, where there is marsh and dense weed growth. The lake is well settled by cottagers.

109 **Cottage Point** lies on the north shore at the east end of Sturgeon Lake about 0.7 mile WSW of Bobcaygeon lock.

110 **Light buoy.** — *Cottage Point light buoy C376*, about 0.2 mile SW of Cottage Point, marks the SE side of the approach to Big Bob Channel.

111 **Birch Point**, a small community, is situated on the south shore about 2 miles SW of Cottage Point.

112 **Hawkers Bay** lies on the north side of the lake about 1.5 miles WNW of Birch Point. A boat launching ramp is located close west of Hawkerc Bay.

113 **Marinas.** — *Centre Point Landing*, west of Cottage Point at the east end of Sturgeon Lake, had depths of 5 to 8 feet (1.5 to 2.4 m) in 1988 and offered dockage with power and water, pump out, ramp, 9 tonne hoist, hull and motor repairs, boat sales, some boat hardware, pay phone, picnic area, showers, laundromat, bait, ice and gasoline. This marina reports monitoring VHF Channel 16.

114 *Birch Point Marina*, 0.5 mile east of Birch Point, had depths of 3 to 6 feet (0.9 to 1.8 m) in 1988 and offered dockage with power and water, pump out, ramp, 4 tonne hoist, repairs, boat hardware, boat and motor sales and service, water taxi servie, pay phone, picnic area, showers, bait, tackle, ice and gasoline.

115 *Beehive Resort*, a friendly golf and country club on the north shore of Hawkerc Bay, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered dockage, small ramp, motel accommodation, snack bar, licensed restaurant, pay phone, showers, water, ice and some gasoline. This resort is owned and managed by Allan Stanley, the former hockey star, and part of the property is now being developed as the *Country Club Heights* estate.

116 **Ancona Point**, a small community, is located on the south shore of Sturgeon Lake about 1.3 miles SW of Birch Point. A **Public wharf** 1 foot (0.3 m) in elevation and about 65 feet (20 m) long with depths of 5 feet (1.5 m) in 1988 is situated at Ancona Point.

117 Another **Public wharf** is located at **Verulam Park**, a small community on the north shore about 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) in 1988. The inner area is reserved for swimming.

118 **Greenhurst-Thurstonia** is a small settlement on the south shore of Sturgeon Lake about 3 miles SW of Ancona Point. The **Public wharf** here is 3 feet (0.9 m) in elevation and about 60 feet (18 m) wide at the outer face, with depths of 2 to 3 feet (0.6 to 0.9 m) in 1988. **Kennedy Bay**, a small community, is situated on the same shore a further 2 miles SW.

119 **Marinas.** — *McLaren's Marina* at Greenhurst-Thurstonia had depths of 5 feet (1.5 m) in 1988 and offered some dockage, ramp, repairs, boat and motor sales and service, boat hardware, boat rentals, showers, bait, tackle, charts, ice and gasoline. This is also an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

120 *Sturgeon Lake Marina* at Kennedy Bay had depths of 4 feet (1.2 m) in 1988 and offered dockage with power and water, pump out, ramp, picnic area, showers, ice and gasoline. There is also a dance hall here with summer dances.

121 **Pleasant Point** is a small settlement situated 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 (37 m) long with depths of 5 to 6 feet (1.5 to 1.8 m) in 1988, and a gravel ramp.

122 Another **Public wharf** is situated at the small community of **Long Beach**, on the west shore about 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. In 1988 depths of 2 to 4 feet (0.6 to 0.9 m) were found along the inner side of the wharf and 2 to 7 feet (0.6 to 2.1 m) along the outer side.

123 **Crib.** — **Buoy.** — A water intake extends about 0.2 mile offshore from a point on the west shore about 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 spar buoy.

*Chart 2025-1.*

1988

124 **Marina.** — *Long Beach Marina*, close south of the Public wharf, had depths of 2 to 5 feet (0.6 to 1.5 m) in 1988 and offered dockage, concrete ramp, repairs and salvage work, boat and motor sales and service, boat hardware, boat rentals, water taxi, snack bar, showers, groceries, bait, tackle, charts, water, ice and gasoline. A pay phone is near by.

125 **Sturgeon Point**, a village with a population of 63 in 1981, is on the north shore of Sturgeon Lake about 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 m) long with depths of 6 feet (1.8 m) in 1988. The *Sturgeon Point Golf Club* is situated on the north shore of the lake about 0.8 mile NE of the village. A wharf is located adjacent to their club house.

126 **Light buoy.** — *Sturgeon Point light buoy CP*, a bifurcation (junction) buoy, is moored about 0.6 mile SW of Sturgeon Point where the main route, which will be described later, swings north for Fenelon Falls. Another route leads south from this buoy to the Scugog River and Lake Scugog.

*Chart 2026-1.**Scugog River*

127 The south portion of Sturgeon Lake has dense weed growth and stumps. There is a narrow channel leading from a point approximately 1 mile south of Pleasant Point on the east shore of the lake to Lindsay and Lake Scugog. The channel is well buoyed.

*Chart 2026-1.*

128 **Scugog River** is a narrow weedy river connecting Sturgeon Lake to Lake Scugog, a distance of approximately 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.

129 **Caution. — Depths.** — 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 *CPI46* and *CPI60*.

130 **Light buoy.** — *Sturgeon Lake light buoy CPI* marks the east side of the north entrance to the Scugog River.

131 **Overhead cables.** — Several overhead power lines cross the Scugog River as shown on the chart. The least clearance north of Lindsay is 38 feet (11.6 m) near mile 156.

132 **Bridges.** — The bridges at Lindsay have clearances of 13 and 14 feet (4 and 4.3 m), and the footbridge beyond Lindsay has a clearance of 12 feet (3.7 m), as also does the highway bridge near mile 159.

133 **Snug Harbour**, a small community, is situated about 2 miles SSW of Pleasant Point.

134 **Marinas.** — *Snug Harbour Marina*, 0.7 mile NE of Snug Harbour, had depths of 3 to 9 feet (0.9 to 2.7 m) in 1988 and offered dockage with power and water, pump out, concrete ramp, repairs, 9.1 tonne hoist, boat and outboard motor sales and service, boat hardware, pay phone, picnic area, camping, small restaurant, laundromat, showers, swimming pool, some groceries, propane, bait, tackle, ice and gasoline. *Snug Harbour Marina* is also an authorized dealer for Canadian Hydrographic Service nautical charts and publications. Camping is available here at *Wanna Sta Campsites*.

135 *Lunge Haven Cottages*, 0.5 mile SW of Snug Harbour, had depths of 3 to 4 feet (0.9 to 1.2 m) in 1988 and offered dockage with power and water, ramp, canoe and boat rentals, pay phone, picnic area, camping, showers, laundromat, groceries, naphtha, charts, ice and gasoline.

136 *Fish 'n' Rest Cottages*, a fishing camp 1.6 miles SW of Snug Harbour near mile 152, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and

offered dockage, boat rentals, some groceries, bait, tackle, water, ice and gasoline.

*Lindsay*

137 **Lindsay**, known as the *Gateway to the Kawarthas*, is a town situated on the Scugog River approximately 3 miles upstream from Sturgeon Lake. The population in 1981 was 13,596, and facilities in town included churches, banks, liquor and beer store, post office, hotels, motels and a hospital.

138 **Communications.** — Lindsay is connected by bus services to major cities in southern Ontario and has a small municipal airport.

139 **Historical note.** — The 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.

140 With the building of the Trent Canal lock in 1843 the community prospered, and in 1857 it was incorporated as a town.

141 Originally an agricultural village, Lindsay has continued to grow and is now the centre for many government services and some industry.

142 **Points of interest.** — Lindsay is a vigorous town year round as well as being a lively summer resort area. There are many service clubs and other activities in town, and only a few of the points of interest are mentioned here.

143 The *Lindsay Gallery* on Victoria Street is open year round and has several rooms of displays in the *Ethel Flavelle Gallery*, which is housed in a renovated homestead. 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.

144 The *Academy Theatre* in Lindsay hosts stage performances five nights a week during July and August. These performances are presented by the *Kawartha Summer Theatre* and feature a different play — mystery, drama or comedy — each week.

*Chart 2026-1.*

145 The *Victoria County Museum* has fine displays of local pioneer and Indian artifacts and includes a furnished 120 year old log cabin. This museum is also noted for its collection of early Canadiana glassware.

146 **Parks.** — *Rivera Park*, a municipal day-use park on the east shore of the river close below mile 156, has a wide concrete **ramp**, landscaped picnic areas, children's playground and showers. There is about 480 feet (146 m) of dockage at the **Public Wharf** here, elevation 2 feet (0.6 m), depths of 4 feet (1.2 m) in 1988.

147 *Victoria Centennial Park*, a municipal park on Kent Street in downtown Lindsay, has mid-week concerts during July and August.

148 **Lindsay lock** (lock 33), about 0.8 mile upstream of *Riviera Park*, has a lift of 7 feet (2.1 m).

149 **Bridges.** — A bridge close below the lock has a vertical clearance of 13 feet (4 m), and the Wellington Street bridge has a clearance of 14 feet (4.3 m).

150 **Caution.** — Boaters in this area should exercise caution as strong currents may be encountered below the lock when the lock sluices are opened.

151 The **Public wharf** on the SW side of the river about 300 feet (90 m) below the lock is 2 feet (0.6 m) in elevation and 247 feet (75 m) long with depths of 3 feet (0.9 m) at the east end to 6 feet (1.8 m) at the west end in 1988.

152 **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.

153 More dockage is available on the east side of the river close downstream of the Wellington Street bridge. The 360 feet (110 m) of dock along the shore here is provided by the *Lindsay Parks Board* and has depths of 5 feet (1.5 m) at its south end, reducing to 3 feet (0.9 m) farther north (1988).

154 The tour boat *Skylark VIII* is based at this wharf and offers tours.

155 **Parks.** — *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.

156 *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). In 1988 depths were 5 feet (1.5 m) near the south end, reducing to 3 feet (0.9 m) at the north end.

157 A gravel boat launching ramp is situated about 0.7 mile above the lock as shown on the chart, and the **footbridge** crossing the river about 1 mile above the lock has a vertical clearance of 12 feet (3.7 m) and a horizontal clearance of 35 feet (10.7). There is a railway bridge near mile 157.2 with a vertical clearance of 30 feet (9.1 m).

158 **Park.** — *Nayoro Lindsay Park*, a municipal day-use park on the west shore near mile 157.3, 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 m) with depths of about 2 feet (0.6 m) east of the ramp and 1 foot (0.3 m) to the west in 1988. The finger docks along the shore here are privately leased.

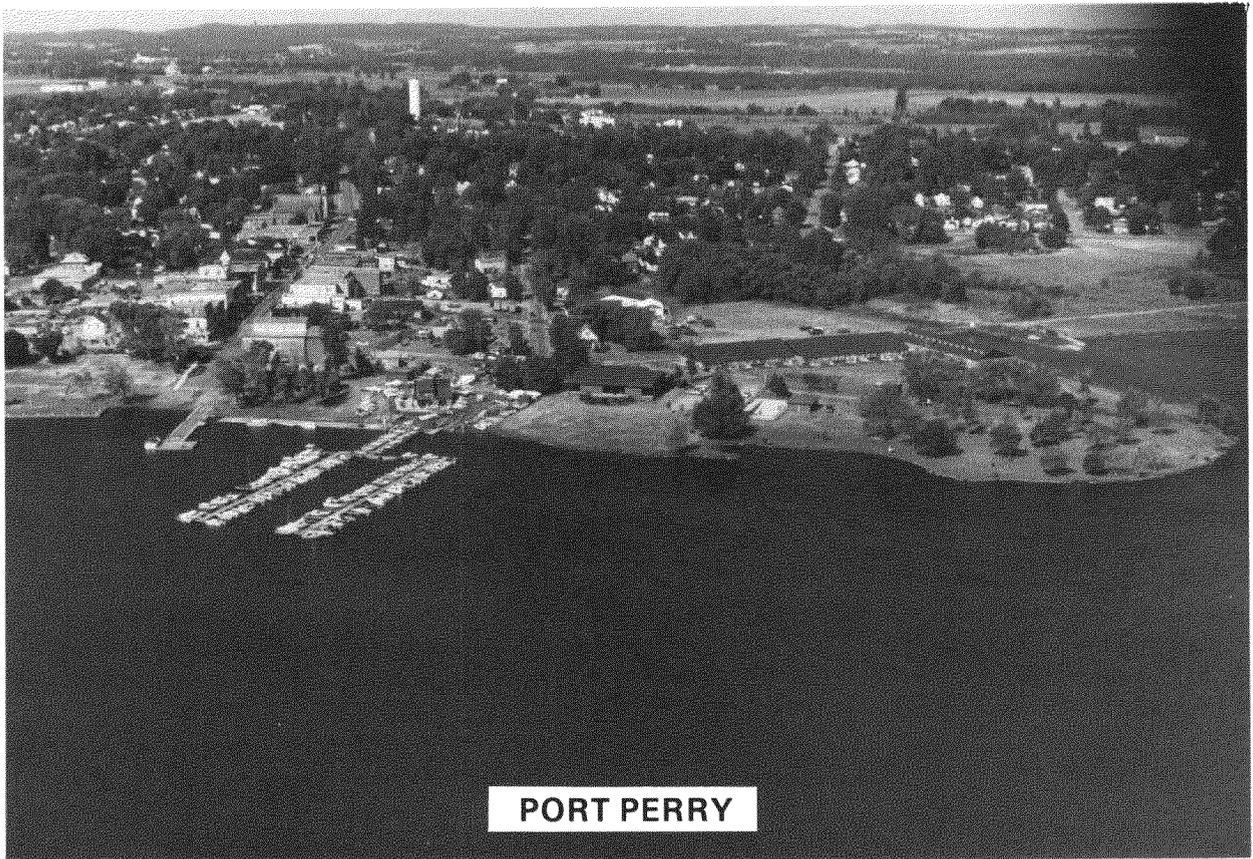
159 **Bridges.** — The bridge close below mile 158 with a vertical clearance of 13 feet (4 m) has two fixed white lights on each side to mark the channel. There are also day beacons on the centre support pier so that upstream boat traffic keeps to the north side of it and downstream traffic keeps to the south side.

160 The bridge near mile 159 has a vertical clearance of 12 feet (3.7 m).

161 A campsite with a boat launching ramp is situated on the east shore of the river in the vicinity of mile 159.5. Another boat launching ramp and campsite are located on the west shore a further 0.5 mile upstream.

162 **Marina.** — *Cross Creek Marina and Resort*, on the east shore close upstream of **East Cross Creek** at mile 162, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, concrete ramp, canoe and boat rentals, pay phone, camping, picnic area, motel accommodation, laundromat, showers, swimming pool, bait, tackle, ice and gasoline.

## Chart 2026-2.



1988

## Chart 2026-2.

*Lake Scugog*

<sup>163</sup> **Lake Scugog** is about 10 miles long and 4.5 miles wide, with a large island in the centre of it taking up most of the area. **Scugog Island** is 8.5 miles long and nearly 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.

<sup>164</sup> **Caesarea**, a community with a population of 551 in 1981, is situated on the east shore of Lake Scugog ( $44^{\circ}09'N.$ ,  $78^{\circ}50'W.$ ). 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) in 1988. There is also a pay phone here.

<sup>165</sup> **Marina.** — *Beacon Marina* (formerly-*Newbold's*) at Caesarea had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered some dockage, ramp, motor repairs, some boat hardware, boat rentals, hovercraft sales, picnic area, snack bar, games room, bait, tackle, charts, ice and gasoline.

<sup>166</sup> *Mike's Live Bait & Tackle*, located near the Public wharf at Caesarea, in 1988 carried a variety of live bait and a full line of fishing equipment.

<sup>167</sup> A concrete launching **ramp** and a gravel ramp are situated at the north end of Scugog Island.

*Chart 2026-2.*

168 A **silo** is located about 1 mile south of the above-mentioned ramp, however it is not visible from all areas of the lake.

169 **Marina.** — *Scugog Island Marina*, on the east side of Scugog Island about 1.7 miles from the north end of the island, had depths of 2 feet (0.6 m) in 1988 and offered dockage with power and water, ramp, repairs and salvage work, outboard motor sales and service, boat rentals, picnic area, showers, bait, charts, ice and gasoline. Pay phone and fishing tackle were planned for 1989. The operator of this marina is a Marine Surveyor and Marine Insurance Adjuster.

170 The **Nonquon River** empties into Lake Scugog on its west side. The *Port Perry Yacht Club* is located on the west side of this river near its mouth. A privately-maintained buoyed channel leads in to the *Port Perry Yacht Club* which is located on the west side of the river near its mouth. Private **range lights** leading into the channel were being installed in 1988.

171 **Lakeside Beach**, a community with a population of 204 in 1981, is situated on the west side of Scugog Island, near mile 179.

172 **Marina.** — *Goreski Lakeside Marina* at Lakeside Beach had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, 8 tonne hoist, repairs, boat and motor sales and service, boat hardware, boat rentals, pay phone, camping, picnic area, 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.

173 A **seaplane base** is situated on the west shore of Lake Scugog, about 2 miles SW of Lakeside Beach. Seaplanes are moored to the shore in the area.

174 **Marina.** — *West Shore Marina*, in new premises at Honey's Beach on the west shore, had depths of 3 feet (0.9 m) in 1988 and offered dockage with power and water, pump out, ramp, outboard motor sales and service, 18 tonne hoist, some boat hardware, boat rentals, pay phone, picnic area, camping, showers, snack bar, some

groceries, charts, ice and gasoline. This is also a trailer park.

175 **Port Perry** is a community located at the SW end of Lake Scugog. Its population was 4,712 in 1981.

176 **Facilities.** — In 1988 Port Perry had churches, banks, a hospital, doctors, dentists, veterinarian, liquor and beer store, post office, motels, laundromat, golf, tennis, restaurants and stores.

177 **Public wharf.** — A concrete Public wharf extends about 150 feet (46 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 in 1988 depths of 6 feet (1.8 m) were found around the outer end and along the north side. Depths of 2 to 5 feet (0.6 to 1.5 m) were found along the south side. The dock wall north of the Public wharf had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988.

178 **Marina.** — *Port Perry Marina*, close north of the Public wharf, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered dockage, pump out, ramp, outboard motor sales and service, 1.8 tonne hoist, boat hardware, boat sales, canoe and boat rentals, snack bar, bait, tackle, charts, ice and gasoline.

179 *Bird's Eye Park*, a municipal day-use park close north of the marina, in 1988 had picnic areas and a swimming pool.

180 A public **ramp** of concrete 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 power line has a clearance of 19 feet (5.8 m).

181 A causeway connects Scugog Island to the community.

182 **Museum.** — *Scugog Shores Museum* lies on a sideroad on Scugog Island about 0.7 mile east of Port Perry. This museum is operated by the *Lake Scugog Historical Society* 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,

*Chart 2026-2.*

a harness shop, and several other historic buildings.

*Chart 2025-1.**Sturgeon Point to Fenelon Falls*

183 The main route leads north from Sturgeon Point for a distance of approximately 4 miles to the **Fenelon River**. The route then leads through the Fenelon River for about 1 mile to **Fenelon Falls lock** (lock 34), which gives a lift of 24 feet (7.3 m) to Cameron Lake. This lock 34 combines the original locks 33 and 34. Boat traffic is controlled by traffic lights.

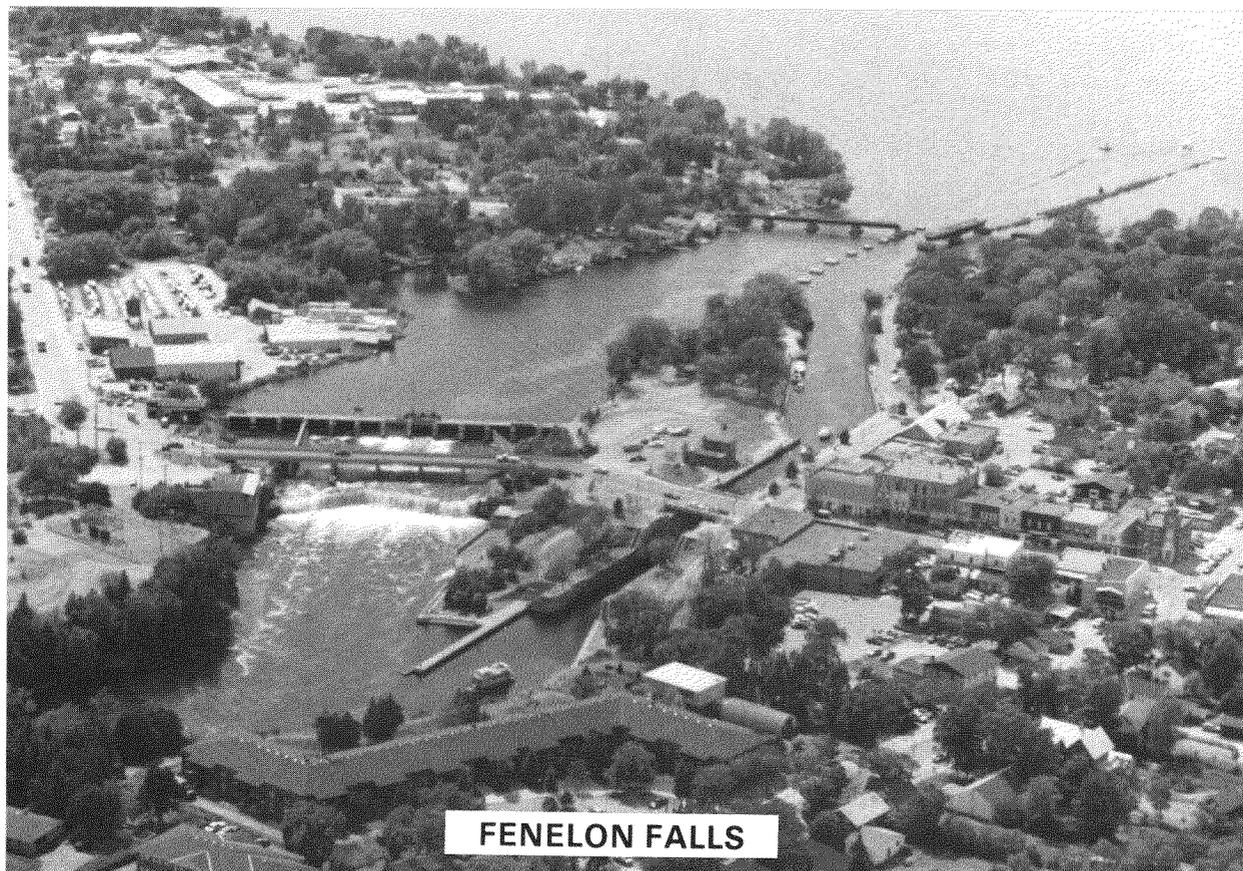
184 When the lock is being pumped out, boaters will experience a strong current in the

area immediately below the lock. There are also strong currents below the falls.

185 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.

186 A **Public wharf** and a public launching ramp are located on Cameron Lake, north of the entrance to the lock. The wharf is 3 feet (0.9 m) in elevation and 140 feet (43 m) long with depths of 5 feet (1.5 m) in 1988. On the NE shore close SE of the swing bridge there is another **Public wharf** which is 3 feet (0.9 m) in elevation and 125 feet (38 m) long with depths of 5 feet (1.5 m) in 1988.

187 *Wychwood Lodge Marina*, on the west side of the river near mile 152.8, had depths of 5 to 6 feet (1.5 to 1.8 m) in 1988 and offered



*Chart 2025-1.*

dockage with power and water, canoe and boat rentals, pay phone, picnic area, showers, groceries, bait, tackle, ice and gasoline.

*Fenelon Falls*

188 **Conspicuous objects.** — A white water tower about 100 feet (30 m) high is situated about 1,700 feet (518 m) NE of Fenelon Falls lock. This tower is prominent from Sturgeon Lake and most of Cameron Lake beyond **Deihl Point**.

189 A conspicuous radio tower, 233 feet (71 m) in elevation and marked with red lights, is situated about 1,000 feet (305 m) SSE of Fenelon Falls lock.

190 **Fenelon Falls**, with a 1981 population of 1,701, is a picturesque village on the Fenelon River at the east entrance to Cameron Lake and is known as *The Jewel of the Kawarthas*.

191 **Facilities.** — In 1988 Fenelon Falls had churches, banks, medical centre, doctors, dentist, veterinarian, motels, hotels, restaurants, laundromat, liquor and beer store, golf, tennis and shops of all kinds.

192 **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.

193 **Museum.** — The Fenelon Falls museum is housed in the home built for James Wallis in 1837. This museum has a fine display of artifacts dating back to 1830.

*Fenelon Falls to Balsam Lake*

194 The main route of the waterway continues from Fenelon Falls through Cameron Lake and the Trent Canal for about 4 miles to Balsam Lake. The channel is buoyed. There is one lock in the canal between Cameron and Balsam Lakes, which provides a lift to the summit of the waterway.

195 **Cameron Lake** is about 4 miles long and 2 miles in width at the widest point. It is deep with few hazards, offering excellent cruising.

196 **Light.** — Fenelon Falls (West Entrance) light is shown at an elevation of 22 feet (6.7 m) from a skeleton tower 20 feet (6 m) high, situated on the outer end of the north pier at the entrance to Fenelon Falls from Cameron Lake.

197 **Marinas.** — There are two marinas on the south side of Cameron Lake:

198 *King's Marina*, at the SE end of the lake 0.4 mile SW of Fenelon Falls, had depths of 3 to 6 feet (0.9 to 1.8 m) in 1988 and offered dockage, ramp, repairs, 5 tonne hoist, inboard and outboard motor sales and service, boat sales, boat hardware, water, ice and gasoline. Pay phone is near by. *King's Marina* is also an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications. Power outlets and pump out were planned for 1989.

199 *Sunny Acres Resort*, a campground and trailer park on the west side of Sackett Bay, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage, concrete ramp, canoe and boat rentals, pay phone, picnic area, camping, showers, groceries, propane, bait, tackle, charts, water and ice.

200 **Light.** — Rosedale East Entrance light is shown at an elevation of 17 feet (5.2 m) from a mast, 16 feet (4.9 m) high with a port day beacon, situated on the NW side of Cameron Lake on the south entrance point to the Trent Canal ( $44^{\circ}34'N.$ ,  $78^{\circ}46'W.$ ).

201 **Rosedale lock** (lock 35) is in the Trent Canal about midway between Cameron and Balsam Lakes. 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. Traffic signal lights are fitted at each end of this lock; for details see Chapter I.

*Rosedale*

202 **Rosedale**, with a 1981 population of 67, is a small community at the west entrance of the Trent Canal on the east shore of Balsam Lake.

*Chart 2025-1.*

1988

203 **Bridge.** — The highway bridge crossing the canal at Rosedale has a clearance of 22 feet (6.7 m).

204 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) in 1988.

205 **Marinas.** — There are three marinas on the Trent Canal at Rosedale:

206 *Skinner's Marina*, open year round, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered some dockage with power and water, pump out, ramp, 3.6 tonne hoist, repairs and salvage work, boat and outboard motor sales and service, boat rentals, boat hardware, water taxi, pay phone, laundromat, showers, bait, tackle, charts, ice, gasoline and diesel fuel.

207 *King's on Balsam* (formerly *Mel Davies Marine*) had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered some dockage with power outlets, pump out, ramp, repairs and salvage work, boat and outboard motor sales and service, 1 tonne hoist, boat hardware, charts, ice and gasoline.

208 *Newf's Boathouse*, located close west of King's, had depths of 3 to 6 feet (0.9 to 1.8 m) in 1988 and offered pay phone, some groceries, ice, bait, tackle, and a snack bar.

*Chart 2025-2.**Balsam Lake*

209 **Balsam Lake** is approximately 8 miles long and 3.5 miles wide. The lake is the summit

*Chart 2025-2.*

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.

210 **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.

211 At the north end of **North Bay** is a narrow channel through the submerged piles and ruins of an old railway bridge. In 1988 this channel was privately marked.

212 A brown and yellow sign "Sunken Island — Île submergée" is posted on **Togo Rock** which is 2 feet (0.6 m) high at chart datum.

213 **Light buoy.** — *Rosedale West Entrance light buoy N54* is located about 0.3 mile west of the Rosedale Bridge.

214 **Buoys.** — A bifurcation (junction) buoy is moored about 400 feet (122 m) west of the light buoy. A buoyed channel leads northwards from this buoy to the **Gull River** and Coboconk.

215 **Light.** — **Laidlaw Point** light is shown at an elevation of 25 feet (7.6 m) from a skeleton tower, 22 feet (6.7 m) high, with a triangular daymark, situated on the outer end of the north entrance pier at the east entrance to the Trent Canal on the west shore of the lake.

216 **Marina.** — *Nahma Lodge Marine*, open all year on the east shore of South Bay, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs and salvage work, inboard and outboard motor sales and service, 13.5 tonne hoist, boat hardware, boat sales, boat rentals, water taxi service, pay phone, picnic area, showers, bait, tackle, charts, ice and gasoline. A charter cruise boat is also based here. A privately-maintained flashing amber **light** at this marina is automatically switched on during darkness hours. There is also a seaplane base here.

217 **Coboconk**, which had a population of 426 in 1981, is a small community on the Gull River about 1.5 miles north of Balsam Lake. A **bridge** across the river at Coboconk has a clearance of 5 feet (1.5 m).

218 **Public wharf.** — The public wharf on the west shore of the river at Coboconk is 1 foot (0.3 m) in elevation and 60 feet (18 m) long with depths of 5 feet (1.5 m) in 1988. There is 250 feet (76 m) of municipal dockage on the east shore with depths of 3 to 5 feet (0.9 to 1.5 m) in 1988.

219 **Facilities.** — In 1988 Coboconk had churches, post office, bank, medical centre with doctor and dentist, police, hotel, motel, veterinarian, laundromat, several stores, liquor and beer store, restaurant and garages.

220 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.

221 **Marinas.** — *Eric Thompson Marina*, on the west shore close south of the bridge at Coboconk, had depths of 6 feet (1.8 m) in 1988 and offered pump out, ramp, engine repairs, outboard motor and stern drive sales and service, boat sales, canoe and boat rentals, 3.5 tonne hoist, boat hardware, water ski equipment, bait, tackle, charts, ice and gasoline. Restaurant, pay phone, laundromat and propane are near by.

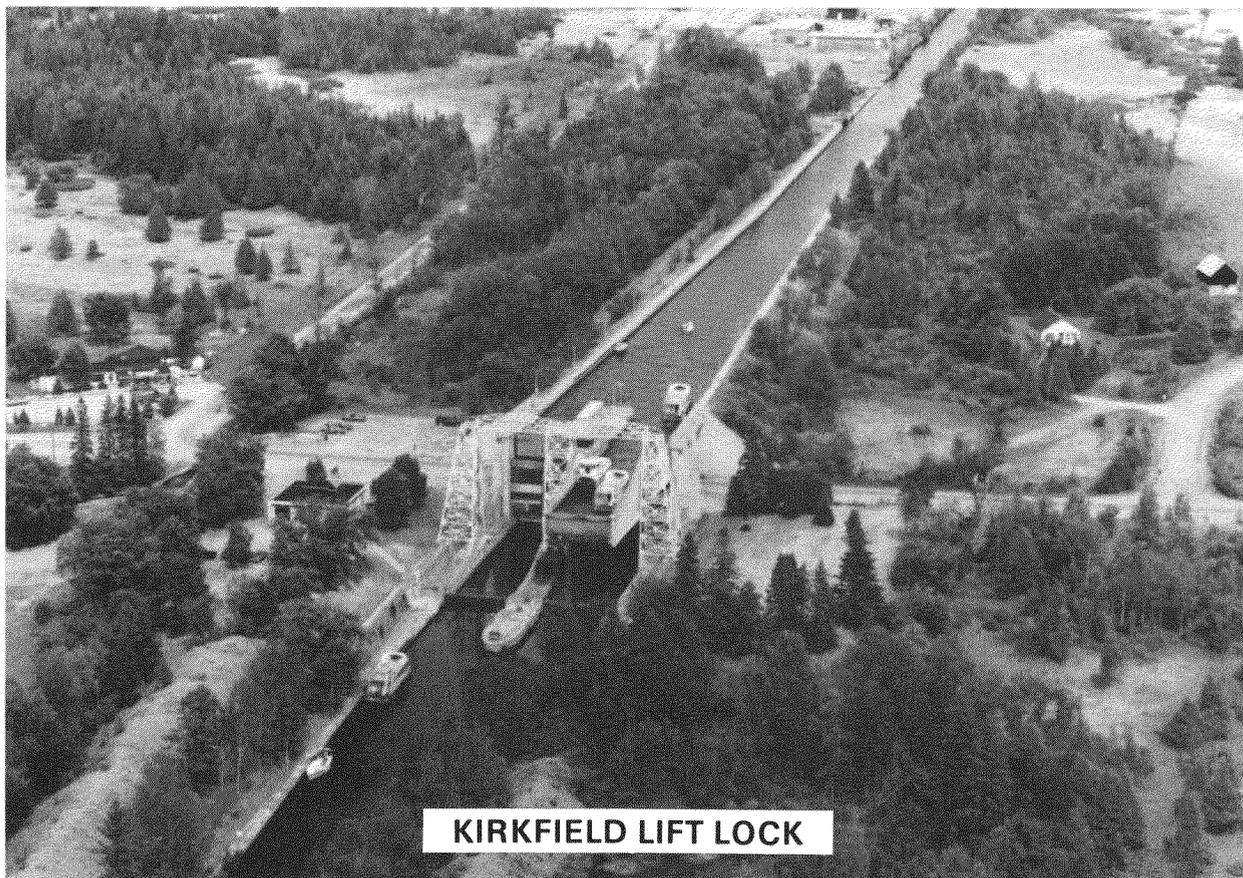
222 *Allandene Boathouse*, on the east shore about 0.3 mile south of the bridge, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered some dockage with power outlets and a ramp.

223 *Balsam Lake Provincial Park*, situated on the west shore of North Bay, is a *Recreation Park*. In 1988 there were several finger docks 25 to 50 feet (7.6 to 15 m) long with depths of 2 to 3 feet (0.6 to 0.9 m), and facilities available included two launching ramps, showers, laundromat, sandy swimming beach and camping facilities.

224 A boat launching **ramp** is located close north of the entrance to the Trent Canal on the west side of Balsam Lake.

*Chart 2025-3.**Balsam Lake to Lake Simcoe*

225 From the east entrance of the Trent Canal at Balsam Lake to Lake Simcoe is a distance of about 19 miles. There are six locks to pass through, producing a decrease in elevation

*Chart 2025-3.*

1988

of 123 feet (37.5 m). The route passes through Mitchell and Canal Lakes to Lake Simcoe. The channel is well marked by buoys and beacons.

226 **Bridges.** — The highway bridge near mile 165.2 has a clearance of 25 feet (7.6 m). The bridge crossing the route at Mitchell Lake near mile 166.8 has a clearance of 24 feet (7.3 m), as also does the overhead gantry of the Kirkfield lift lock near mile 169.3.

227 **Overhead cables.** — Several power lines cross the route between Balsam Lake and Canal Lake. The least clearance is 40 feet (12.2 m) close east of the bridge at mile 166.8.

228 **Mitchell Lake** is a small lake about 2 miles from Balsam Lake. There are numerous submerged stumps and dense weeds in much of Mitchell Lake. Without local knowledge, the

boater is advised to remain in the marked channel, but *see* caution that follows.

229 **Caution.** — Boaters are advised to navigate with care in Mitchell Lake and Canal Lake (described later), due to numerous stumps and logs. These objects come loose from time to time and may float, partially submerged, into the main channel.

230 **Kirkfield lift lock** (lock 36) is situated in the Trent Canal about 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.

231 First opened to traffic in 1907, the Kirkfield lift lock operates on the same principles as the lift lock at Peterborough. The supporting

*Chart 2025-3.*

towers, however, are steel framework structures rather than solid concrete.

232 The community of **Kirkfield**, about 3 km SSE of the lock, had a population of 204 in 1981.

233 **Facilities.** — In 1988 Kirkfield had churches, bank (open Mondays, Thursdays and Fridays), medical centre with a doctor, post office, liquor/beer store, restaurant and a few stores.

234 **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 day beacons; for further details see the section on buoyage in Chapter I.

235 **Canal Lake** is entered about 0.7 mile downstream of the Kirkfield lift lock. The lake is nearly 5 miles long. As there are numerous submerged stumps and dense weeds in much of the lake, boaters are advised to keep to the buoyed channel, but see the caution after the paragraph on Mitchell Lake. A campsite with a boat launching **ramp** is situated on the east side of the largest island in the lake near the main channel close to mile 173.

236 **Bridge.** — **Overhead cable.** — A road bridge with a clearance of 28 feet (8.5 m) and a power line with a clearance of 40 feet (12.2 m) cross the route at mile 173.

237 The Talbot River and Trent Canal, with a length of about 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 74 feet (22.5 m).

238 **Overhead cables.** — Several power lines cross the route between Canal Lake and Lake Simcoe as shown on the chart. The least clearance is 32 feet (9.8 m) under the power line situated 0.4 mile NE of the canal entrance at Lake Simcoe.

239 **Bridges.** — There are two swing bridges near Bolsover; one at mile 175.3 and the other at mile 176.7. Each of these swing bridges has a clearance of 5 feet (1.5 m) when closed and opens on request during Parks Canada operating hours. The fixed bridge situated near mile 178.2 has a clearance of 22 feet (6.7 m).

240 **Bolsover lock** (lock 37) is located on the **Talbot River** and Trent Canal, about 2 miles

downstream of Canal Lake. The lock has a lift of 22 feet (6.7 m). The community of **Bolsover**, with a population of 124 in 1981, is situated about 1.5 miles NE of the lock.

241 **Marinas.** — *Sunset Cove Marina*, on the SE shore near mile 176.3, had depths of 4 to 7 feet (1.2 to 2.1 m) in 1988 and offered dockage with power outlets, pump out, concrete ramp, repairs, boat and motor sales and service, canoe and boat rentals, pay phone, showers, laundromat, bait, tackle, charts, ice and gasoline. *R & R Houseboats* are also based at this marina. Horseback riding is available close by.

242 *Port of Call Marina and Motel*, on the south shore near mile 176.7, had depths of 3 to 7 feet (0.9 to 2.1 m) in 1988 and offered dockage with power and water, ramp, repairs, 4.5 tonne hoist, boat and motor sales and service, boat hardware, canoe and boat rentals, pay phone, camping, picnic area, showers, motel accommodation, groceries, propane, naphtha, bait, tackle, charts, ice and gasoline. A restaurant is near by.

243 **Talbot lock** (lock 38) is situated 1 mile downstream of Bolsover lock. This lock has a lift of 14 feet (4.3 m). From about 0.6 mile downstream of Talbot lock, the channel follows the Trent Canal to Lake Simcoe. There are 3 locks in this section of the Trent Canal.

244 **Portage lock** (lock 39) has a lift of 13 feet (4 m). **Thorah lock** (lock 40), situated near mile 180, has a lift of 14 feet (4.3 m), and **Gamebridge lock** (lock 41) has a lift of 11 feet (3.4 m).

245 **Caution.** — **Sand bar.** — A sand bar extends into the channel near mile 181.6 from a point on the NW shore of the canal close SW of the Talbot River. In 1988 this shallow area had depths of 5 feet (1.5 m) and the outer end was marked by a green spar buoy.

246 **Bridges.** — The two fixed bridges between Gamebridge lock and Lake Simcoe have clearances of 24 feet (7.3 m). The swing bridge near the Lake Simcoe entrance to the canal has a clearance of 10 feet (3 m) when closed.

247 **Marina.** — *Trent Talbot Marina*, on the Talbot River about 0.7 mile upstream from Lake Simcoe and about 0.3 mile south of the Trent Canal, had depths of 3 to 7 feet (0.9 to 2.1 m) in 1988 and offered dockage with power and water, pump out, ramp, engine repairs and salvage

*Chart 2025-3.*

1988

work, boat hardware, 3 tonne hoist, picnic area, camping, motel accommodation, showers, snack bar, bait, tackle, charts, ice and gasoline. Canoe and boat rentals were planned for 1989. This is also an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

248 **Canal entrance.** — 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.

249 **Caution. — Dangerous conditions.** — 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.

250 **Lights.** — Canal Entrance light is exhibited at an elevation of 54 feet (16.5 m) from a skeleton tower 40 feet (12 m) high situated on the outer end of the north entrance pier to the Trent Canal.

251 West Breakwater light is shown at an elevation of 5 feet (1.5 m) from a horizontal pole extending a few feet over water close east of the above-mentioned light.

252 East Breakwater light is shown at an elevation of 5 feet (1.5 m) from a similar horizontal pole on the outer end of the south entrance pier to the Trent Canal.

253 **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.

## CHAPTER VI

### LAKE SIMCOE

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 I 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 *Boating 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 19 miles long and 16 miles wide with a shoreline of 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 9 miles with a greatest depth of 136 feet (41.5 m), and Cook Bay, 7 miles in length at the south end of the lake.

4 There are seven islands in the lake of which Georgina is the largest, and thirty-five rivers and streams, draining a watershed of 1,200 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 1.5 feet (0.5 m) 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 routes, 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 I.

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 light buoy, about 9.5 miles away. A good natural leading line to pick up is the light buoy and a conspicuous water tower just south of Orillia, or a distant white tank just to the left of this line.

8 **Light buoys.** — The route from a position NE of Thorah Island to Trout Shoal is marked by three fairway buoys:

9 *Mara Shoal fairway light buoy*, marked *STD*, is located about 0.8 mile north of Thorah Island.

10 *Jimmy Warren Shoal fairway light buoy*, marked *STC*, is located about 3 miles NNW of Thorah Island.

11 *Maynards Shoal fairway light buoy*, marked *STB*, is located about 3.2 miles farther to the NW.

12 **Goffatt Island** (44°34.5'N., 79°22'W.) lies close off the north shore of Lake Simcoe on the north side of the entrance to McPhee Bay.

13 **Grape Island** (44°35'N., 79°23'W.) and **Champlain Point** lie on each side of the approach to The Narrows at Atherley.

14 After clearing Trout Shoal alter course to 340° and head for a point midway between

*Chart 2028-1.*

Grape Island and Champlain Point, a distance of about 3.5 miles.

15 **Light bouys.** — The route from Trout Shoal to The Narrows is marked by two fairway bouys:

16 *Goffatt Island fairway light buoy*, marked *STA*, is located about 0.6 mile SSW of Goffatt Island.

17 *Grape Island fairway light buoy*, marked *ST*, is located about midway between Grape Island and Champlain Point.

18 A continuation of the main route through The Narrows at Atherley is described in Chapter VII.

*NE shore of Lake Simcoe*

19 **Thorah Island** is the second largest island in Lake Simcoe. It lies 2.7 miles SW of the Trent Canal entrance. Summer residences are found on the island.

20 **Light.** — Thorah Island light is shown at an elevation of 30 feet (9.1 m) from a skeleton tower, 24 feet (7.3 m) high, situated on the east side of the island ( $44^{\circ}27'N.$ ,  $79^{\circ}13'W.$ ).

21 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 is part of a Small Craft Harbour with floating docks, elevation 2 feet (0.6 m), and depths of 3 to 5 feet (0.9 to 1.5 m) in 1988. The dockage space is mostly reserved.

22 **Lagoon City** is situated on the east shore of Lake Simcoe about 6.2 miles north of Thorah Island. The *Harbour Inn and Resort Club* at Lagoon City is mainly a luxury shared ownership club, but the marina here welcomes visiting boaters.

23 **Marina.** — *Lagoon City Marine Centre* had depths of 5 to 6 feet (1.5 to 1.8 m) in 1988 and offered dockage with power and water, pump out, ramp, engine and hull repairs, 22 tonne hoist, boat hardware and accessories, canoe and

boat rentals, power and sail boat sales, outboard motor sales and service, some motel accommodation, pay phone, picnic area, showers, swimming pool, tennis courts, laundromat, snack bar and licensed restaurant, propane, naphtha, charts, ice, gasoline and diesel fuel. There is a shopping centre near by.

24 *Offshore Marine and Small Engines*, a land-based firm close south of Lagoon City, in 1988 offered engine repairs of all types, some boat hardware, boat rentals, bait and tackle.

25 **Light.** — A light, privately maintained, is shown at an elevation of 28 feet (8.5 m) from the outer end of *Harbour Inn Resort's* north breakwater ( $44^{\circ}33'N.$ ,  $79^{\circ}13'W.$ ).

26 **Day beacons.** — A port hand day beacon and a starboard hand day beacon, each shown from a mast, are situated on the outer ends of the north and south breakwaters, respectively, of the *Harbour Inn Resort*.

27 **Strawberry Island**, small and wooded, lies about 8 miles NW of Thorah Island.

28 **Light.** — Strawberry Island light, situated near the west end of the south side of the island, is shown at an elevation of 52 feet (15.8 m) from a skeleton tower 42 feet (12.8 m) high ( $44^{\circ}33'N.$ ,  $79^{\circ}20'W.$ ).

29 **Trout Shoal** lies a little less than 1 mile SW of Strawberry Island. It is about 0.3 mile in length with a least depth of 3 feet (0.9 m) over boulders.

30 **Light buoy.** — *Trout Shoal light buoy*, marked *S323*, is positioned close SW of the shoal.

31 **Conspicuous towers.** — A radio tower, 212 feet (65 m) in elevation and marked by red lights, is situated 3.3 miles north of Strawberry Island light. Another radio tower, marked by two red lights, is situated about 2.9 miles NE of Strawberry Island light.

32 **McPhee Bay** is entered about 1.3 miles north of Strawberry Island. There is anchorage in the bay in depths of 12 to 16 feet (3.7 to 4.9 m).

33 **Park.** — *McRae Point Provincial Park*, at McRae Point on the south side of McPhee Bay, is a Recreation Park with picnic areas, camping, showers, pay phone and launching ramp. Ice and groceries can be obtained near by.

*Chart 2028-1.*

1988

34 *McRae Point Park* is noted for its *Pathless Woods* trail. This trail is partly laid with cedar boardwalk and passes through several different types of natural habitat. This area is particularly noted for its fine displays of ferns and early summer wildflowers.

35 **Marinas.** — *Marina del Rey*, on the SE side of McPhee Bay, had depths of 3 to 6 feet (0.9 to 1.8 m) in 1988 and offered dockage with power and water, pump out, 10.9 tonne hoist, repairs, pay phone, showers, snack bar and licensed restaurant, charts, ice and gasoline. Launching ramp was planned for 1989. Two privately-maintained **lights** mark the entrance to the channel.

36 *Crate's Yacht Basin*, at the east end of McPhee Bay, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered dockage with power and water, pump out, ramp, 18 tonne hoist, repairs,

salvage, a full line of boat hardware and boating accessories; pay phone, picnic area, showers, laundromat, snack bar, ice, gasoline and diesel fuel. This firm specializes in boat and hull repairs and is also an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

*East and SE shores of Lake Simcoe*

37 **Beaverton Harbour**, situated at the mouth of the **Beaverton River** on the east coast of the lake, is entered between two breakwaters extending west into the lake. The south breakwater is 845 feet (258 m) long.

38 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)

*Chart 2028-1.*

long with depths of 7 to 9 feet (2.1 to 2.7 m) in 1988, and the wharf on the south side of the harbour is 4 feet (1.2 m) in elevation and 142 feet (43 m) long with a launching **ramp** and depths of 5 to 6 feet (1.5 to 1.8 m) in 1988.

39 In 1984 depths of 6 feet (1.8 m) were 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.

40 **Facilities.** — In 1988 Beaverton had churches, banks, medical centre with doctors and dentist, veterinarian, motels, hotels, restaurants, liquor and beer store, laundromats and shops of all kinds.

41 **Light.** — Beaverton Harbour light is shown at an elevation of 31 feet (9.4 m) from a skeleton tower, 25 feet (7.6 m) high, with a starboard day beacon, situated on the outer end of the south breakwater ( $44^{\circ}26'N.$ ,  $79^{\circ}10'W.$ ).

42 **Marina.** — *Beaverton Marina*, in the NE part of Beaverton Harbour, had depths of 5 feet (1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, 7 tonne hoist, outboard and inboard motor sales and service, boat sales, boat hardware, pay phone, picnic area, showers, charts, ice and gasoline. This marina reports monitoring VHF Channels 16 and 69.

43 *Skipper's Snack Bar*, near the Public wharf on the south side of the harbour, in 1988 offered boat rentals, pay phone, bait, tackle, water, ice and gasoline as well as restaurant and snack bar facilities.

44 **Georgina Island** is situated off the south shore on the east side of Lake Simcoe. It is an Indian Reserve, heavily 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 (49 m) long with depths of 1 foot (0.3 m) in 1988. The newer wharf, close NE of the other, is 3 feet (0.9 m) in elevation and 225 feet (69 m) long with depths of 4 to 5 feet (1.2 to 1.5 m) in 1988, and depths of 6 feet (1.8 m) along the face of the outer 65 foot (20 m) long section.

45 **Light.** — **Blackbird Point** light is shown at an elevation of 49 feet (14.9 m) from an aluminum tower, 22 feet (6.7 m) high, situated

on the NW point of Georgina Island ( $44^{\circ}24'N.$ ,  $79^{\circ}19'W.$ ).

46 **Pefferlaw Brook** flows into Lake Simcoe about 3 miles SE of Georgina Island. The river is entered between breakwaters which extend into the lake.

47 In 1984 depths of 7 feet (2.1 m) were found between the breakwaters, and 6 feet (1.8 m) off the entrance.

48 **Light.** — Pefferlaw River light is shown at an elevation of 30 feet (9.1 m) from a skeleton tower, 25 feet (7.6 m) high, situated on the outer end of the east training wall.

49 The community of **Pefferlaw**, with a population of 857 in 1981, is located close east of Pefferlaw Brook.

50 **Facilities.** — In 1988 Pefferlaw had churches, a bank, medical centre, doctors, dentist, a few stores, motels, hotels, restaurants, liquor and beer store, and golf.

51 **Marinas.** — Small craft facilities are offered by several marinas on Pefferlaw Brook:

52 *Everglades Marina & Resort* had depths of 4 feet (1.2 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs and salvage work, boat hardware, 32 tonne crane, outboard and inboard motor sales and service, boat sales, picnic area, pay phone, showers, laundromat, bait, tackle, ice, gasoline and diesel fuel.

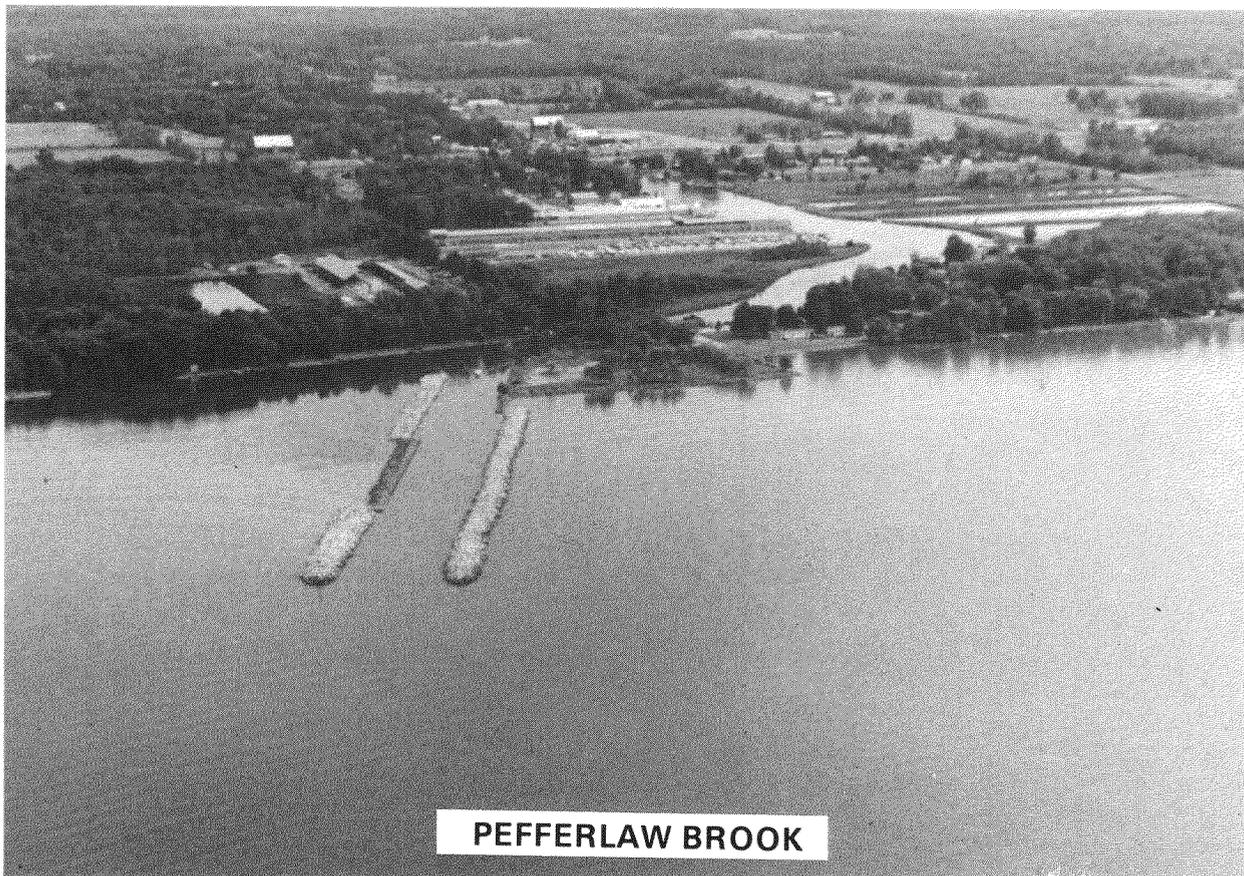
53 *Johnston's Marina Snack Bar* had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, ramp, boat rentals, pay phone, bait, tackle, ice and gasoline as well as restaurant facilities.

54 *Anchor Marina* was closed in 1988.

55 *Flying Bridge Marina* reported depths of 5 feet (1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs and salvage work, 27 tonne hoist, boat rentals, pay phone, picnic area, camping, showers, licensed restaurant, naphtha, bait, ice, gasoline and diesel fuel. There is a motel close by, and ice fishing in winter. Laundromat, repair shop and marine store with boat hardware were planned for 1989.

56 *Ted Quinn Marine* had depths of 3 feet (0.9 m) in 1985 and offered dockage with power outlets, pump out, ramp, repairs, a full line of

## Chart 2028-1.



1988

boat hardware, outboard motor sales and service, and gasoline.

57 *Peninsula Motel and Marina*, on the NW side of the entrance to Pefferlaw Brook, had depths of 4 to 8 feet (1.2 to 2.4 m) in 1988 and offered dockage, ramp, canoe and boat rentals, motel accommodation, pay phone, picnic area, camping, snack bar, licensed restaurant, bait, tackle, water and ice. This is mainly a motel resort and has a sandy swimming beach. Golf is near by.

58 *Lamb's Hide-A-Way Marina and Trailer Park*, about 1.5 miles west of Pefferlaw Brook, had depths of 4 feet (1.2 m) in 1985 and offered ramp, 4.5 tonne hoist, some camping, water and gasoline. A grocery store and pay phone are near by.

59 **Virginia Beach**, a small community, is situated 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) in 1988 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.

60 **Marina**. — *Virginia Beach Marina*, a new facility close west of the Public wharf, had depths of 4 to 7 feet (1.2 to 2.1 m) in 1988 and offered dockage with power and water, pump out, ramp, engine repairs, boat hardware, boat rentals, pay phone, picnic area, snack bar and restaurant, bait, tackle, charts, ice and gasoline. There is also a native craft shop here. The

*Chart 2028-1.*

marina is illuminated and the entrance channel is marked by two privately-maintained lights. This marina reports monitoring VHF Channel 16.

61 *Sibbald Point Provincial Park* is located adjacent to **Sibbald Point**, about 2 miles west of Virginia Beach. There is a large concrete launching ramp here, and a boat house, sailboat rentals, snack bar, small store, breakwater and marked swimming areas. There is also a sandy beach and four **Public wharves** 132 feet (40 m) long with depths of 1 foot (0.3 m) in 1988.

62 **Black River** flows into the lake about 1.3 miles SW of Sibbald Point. A training wall, 720 feet (219 m) long, extends from the east entrance point of the river. Black River entrance had depths of 5 feet (1.5 m) in 1985. A **bridge** crossing the river near the entrance has a clearance of 7 feet (2.1 m).

63 The community of **Sutton**, with a population of 3,655 in 1976, is situated on the Black River about 1.5 miles upstream. There is a Public wharf here (rebuilt in 1988) with about 50 feet (15 m) of dockage for small boats and depths of 2 feet (0.6 m) in 1988. This wharf is on the east side of the river close below the bridge at Sutton.

64 **Jacksons Point** lies about 1.1 miles WNW of the mouth of the Black River.

65 **Public wharves.** — There are two Public wharves in the harbour at Jacksons Point. The wharf on the north side has a concrete launching **ramp** and is 3 feet (0.9 m) in elevation with a face about 196 feet (60 m) long and depths of 2 to 4 feet (0.6 to 1.2 m) in 1988. A timber structure extending 13 feet (4 m) off the south face of this wharf in 1988 was 32 feet (9.8 m) long with an elevation of 3 to 6 feet (0.9 to 1.8 m). This **obstruction** hinders the use of this part of the wharf.

66 The wharf on the SE side of the harbour is a timber structure 220 feet (67 m) long and 20 feet (6.1 m) wide with an elevation of 2 feet (0.6 m) and depths of 3 to 4 feet (0.9 to 1.2 m) in 1988.

67 In 1988 the municipal day use park close east of the southern wharf had a sandy beach, picnic areas, snack bar, children's adventure playground, and a pay phone.

68 **Facilities.** — In 1988 the village of Jacksons Point had churches, many stores, medical clinic, doctors, dentist, police, post office, motels, hotels, restaurants, laundromat, liquor and beer store, golf and tennis.

69 *Bonnie Boats Marina*, in Jacksons Point harbour, had depths of 5 feet (1.5 m) in 1988 and offered dockage, ramp, repairs and salvage work, outboard motor sales and service, boat hardware, boat sales, boat rentals, bait, tackle, charts, ice and gasoline. A motel, licensed restaurant, pay phone and grocery store are near by.

70 **Light.** — Jacksons Point light is shown at an elevation of 25 feet (7.6 m) from a skeleton tower, 20 feet (6 m) high, situated on the outer end of the north Public wharf ( $44^{\circ}20'N.$ ,  $79^{\circ}22'W.$ ).

71 **Willow Beach**, a small community, is situated 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) in 1983, is located at Willow Beach.

72 **Marina.** — *Mahoney's Marina and Electric*, at **Paradise Beach** nearly 1 mile WSW of Willow Beach, had depths of 6 feet (1.8 m) in 1988 and offered ramp, 2.7 tonne hoist, outboard motor sales and service, boat and canoe sales, boat rentals, boat hardware, pay phone, picnic area, snack bar, some groceries, propane, bait, tackle, charts, ice and gasoline. There is a height restriction of 6 feet (1.8 m) under the bridge over the entrance channel to the marina.

73 **Snake Island** and **Fox Island** are situated in the approaches to Cook Bay at the SW end of Lake Simcoe.

74 **Light.** — Fox Island light is shown at an elevation of 50 feet (15.2 m) from a skeleton tower, 40 feet (12.2 m) high, situated on the SE point of the island ( $44^{\circ}20'N.$ ,  $79^{\circ}29'W.$ ).

*Chart 2028.3.*

75 **Island Grove**, a community with a population of 294 in 1976, is situated 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 m) long with depths of 3 to 4 feet (0.9 to 1.2 m) in 1985.

*Chart 2028-3.*

76 **Marinas.** — *Day's Ferry and Marine*, at Island Grove, had depths of 2 to 4 feet (0.6 to 1.2 m) in 1988 and offered outboard motor sales and service, water taxi and towing service, some boat hardware, and operates a ferry service to Snake Island and Fox Island.

77 *Island Marine and Snack Bar*, also at Island Grove, was closed in 1988.

*Cook's Bay*

78 **Cook's Bay**, about 7 miles long and 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 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**, heavily wooded with numerous summer homes on it, lies on the west shore about 2.7 miles SW of Fox Island.

80 **Cook's Bay Shoal** with 2 feet (0.6 m) of water over it lies 1 mile SSE of Big Cedar Point.

81 **Light buoy.** — *Cook's Bay Shoal light buoy*, marked *SS16*, is located close south of the shoal.

82 **Roches Point** is situated about 2.5 miles SSE of Big Cedar Point at the east side of the entrance to Cook's Bay. The community of the same name had a population of 145 in 1976.

83 **Shoal. — Buoy.** — A shoal spit with depths of 4 feet (1.2 m) extends about 0.3 mile offshore from Roches Point, and depths of 7 feet (2.1 m) extend as much as 0.5 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 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) in 1988. The small wharves near here are private.

85 **Little Cedar Point and De Grassi Point** lie on the west shore about 1.4 miles WNW and WSW, respectively, of Roches Point.

86 **Bell Ewart**, a community with a population of 409 in 1976, is located west of Little Cedar Point.

87 **Public wharf.** — The Bell Ewart Public wharf is situated 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) in 1988.

88 **Marinas.** — There are three *marinas* on the west shore between Little Cedar Point and De Grassi Point:

89 *Lake Simcoe Marine*, located close north of the Bell Ewart Public wharf, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered dockage with power and water, ramp, engine repairs, boat hardware, pay phone, snack bar and restaurant, bait, tackle, charts, ice and gasoline.

90 *Monto Reno Marina*, about 0.4 mile SSW of Bell Ewart wharf, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered dockage with power and water, pump out, repairs and salvage work, 9 tonne hoist, boat hardware, pay phone, picnic area, showers, snack bar, naphtha, charts, ice, gasoline and aviation gasoline. 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 0.5 mile WNW of De Grassi Point, had depths of 3 to 6 feet (0.9 to 1.8 m) in 1988 and offered dockage with power and water, pump out, repairs and salvage work, 54 tonne hoist, boat hardware, pay phone, showers, laundromat, swimming pool, charts, ice, gasoline and diesel fuel. Snack bar was planned for 1989. *Lefroy Yacht Sales* is based here, as also are *Canadian Yacht Tops* (custom boat tops and interiors) and *CCI Shipwrights* (custom wood work and boat restoration). A privately-maintained flashing amber **light** is shown at an elevation of 40 feet (12.2 m) at the north entrance to this marina. There are also several private channel **buoys** here.

92 **Facilities.** — In 1988 the community of **Lefroy** had a church, a bank (open on Monday,

## Chart 2028-3.



MASKINONGE (JERSEY) RIVER

1988

Wednesday and Friday), a post office and a few stores.

<sup>93</sup> **Caution.** — **Submerged cable.** — A submerged power line 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.

<sup>94</sup> **Gilford** is a small community on the west shore about 2 miles south of De Grassi Point.

<sup>95</sup> **Marinas.** — There are two *marinas* at Gilford:

<sup>96</sup> *Kon Tiki Marina* had depths of 5 to 6 feet (1.5 to 1.8 m) in 1988 and offered dockage with power and water, pump out, pay phone, showers, snack bar, ice and charts. This marina caters to sailboats up to 45 feet (13.7 m) long and weekly sailing regattas are organized here by the *Cook's Bay Yacht Club*. A red **buoy** with a flashing

yellow **light** is privately maintained at the entrance. Groceries are available near by.

<sup>97</sup> *Nesbitt's Marina*, close south of *Kon Tiki Marina*, had depths of 7 feet (2.1 m) in 1988 and offered dockage with power outlets, ramp, boat hardware, picnic area, showers, tennis courts, charts and ice. A fishing guide is available locally and a golf course is near by.

<sup>98</sup> **Ferguson Point** lies on the east shore of Cook's Bay about 1.8 miles SSE of Roches Point. The community of **Keswick**, with a population of 1,217 in 1976, lies about 0.4 mile east of Ferguson Point.

<sup>99</sup> **Facilities.** — In 1988 Keswick had 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.

## Chart 2028-3.

- 100 **Marina.** — *Keffer's Marine*, located about 0.3 mile SE of Ferguson Point, had depths of 2 to 5 feet (0.6 to 1.5 m) in 1988 and offered dockage with power and water, ramp, engine repairs, some boat hardware, canoe and boat rentals, pay phone, snack bar, bait, tackle, ice and gasoline.
- 101 **Maskinonge (Jersey) River** enters Cook's Bay about 1.7 miles SSE of Ferguson Point. A training wall 603 feet (184 m) long protects the channel into the river. A sheltered area enclosed by boulder breakwaters extends about 660 feet (201 m) offshore and about 760 feet (231 m) south of the entrance channel.
- 102 **Light.** — Maskinonge (Jersey) River light is shown at an elevation of 29 feet (8.8 m) from a skeleton tower 25 feet (7.6 m) high, situated on the outer end of the above-mentioned training wall ( $44^{\circ}14'N.$ ,  $79^{\circ}28'W.$ ).
- 103 **Bridge.** — **Overhead cables.** — The highway bridge crossing the river 0.3 mile above the entrance has a clearance of 5 feet (1.5 m). Overhead cables close to this bridge have a minimum clearance of 17 feet (5.2 m).
- 104 **Marinas.** — Several *marinas* are located on the Maskinonge (Jersey) River, and restaurant, liquor and beer store, laundromat and stores are all close by.
- 105 *Dawson's Marina*, on the south side of the river near the entrance, had depths of 5 to 6 feet (1.5 to 1.8 m) in 1988 and offered dockage with power and water, pump out, ramp, motor repairs, 35 tonne hoist, full line of boat hardware, water taxi, pay phone, showers, ice and gasoline. This marina specializes in boat sales and service and reports monitoring VHF Channel 68. *Dawson's Marina* is also an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications. Extensive new dockage was planned for 1989, to be located in the sheltered area close south of the river entrance channel.
- 106 *Crate Marine Sales*, close east of *Dawson's*, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, repairs and salvage work, 32 tonne hoist, full line of boat hardware and yachting supplies, boat and motor sales and service, showers and ice. This marina specializes in hull repair work.
- 107 *York's Marina*, farther east on the south shore, in 1988 had seasonal rentals of dockage and storage space.
- 108 *Gary's Sports and Bait* at 260 The Queensway, on the highway close south of the bridge, in 1988 offered some boat hardware, bait, tackle, sports equipment and trophies, and is an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.
- 109 *Pioneer Gas Bar*, on the south shore close west of the highway bridge, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered seasonal dockage, pump out ice, gasoline and diesel fuel.
- 110 *R & G Small Engine Repairs*, open year round next to *Pioneer Gas Bar*, repairs inboard and outboard motors and does custom welding.
- 111 *Keswick Marine*, on the north shore west of the bridge, had depths of 4 to 7 feet (1.2 to 2.1 m) in 1988 and offered dockage with power and water, pump out, ramp, I/O engine repairs, new and used boat sales, pay phone, showers, tavern and licensed patio, ice and gasoline. Laundromat is near by.
- 112 Two *marinas* are situated to the east of the bridge. This bridge has a height limitation of 5 feet (1.5 m) at chart datum.
- 113 *Barry Crate Marine*, on the south shore, had depths of 2 to 5 feet (0.6 to 1.5 m) in 1988 and offered dockage, ramp, boat rebuilding and repairs, salvage work and boat rentals.
- 114 *Keiron Marine*, on the north shore, had depths of 5 feet (1.5 m) in 1988 and offered dockage, ramp, repairs and salvage work, boat hardware, boat rentals, used boat sales, pay phone, licensed restaurant, snowmobile sales and service. A shopping centre is close by. Bait and tackle were planned for 1989.
- 115 **Conspicuous object.** — A white water **tower** situated about 2 miles south of the Maskinonge River and 0.7 mile inland makes a good landmark for boaters.
- 116 **Marinas.** — Two *marinas* are located on the east shore of Cook's Bay about 1.4 miles south of the Maskinonge River:
- 117 *Bay View Cottage Resort*, located at Miami Beach, had depths of 2 feet (0.6 m) in 1988 and offered ramp, boat rentals, pay phone, showers, snack bar, bait, tackle and ice.

*Chart 2028-3.*

118 *Mariners Bay Marina* (formerly *Miller's Boathouse*) had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered dockage with power and water, ramp, repairs, hoist, boat hardware, boat rentals, used boat sales, custom boat upholstery, pay phone, picnic area, showers, snack bar, licensed restaurant and patio, groceries, bait, tackle, charts, ice and gasoline. Pump out and motel accommodation were planned for 1989. This marina is illuminated at night. A taxidermist is also based here.

119 *Cook's Bay Marina and Yacht Club*, 0.7 mile farther south, had depths of 5 feet (1.5 m) in 1988 and offered dockage with power and water, ramp, repairs and salvage work, 7 tonne hoist, boat rentals, pay phone, showers, snack bar and restaurant, charts and ice. Pump out and gasoline were planned for 1989.

*Holland River*

120 The **Holland River** empties into the south end of Cook's Bay through the Holland Marsh.

121 The entrance to Holland River is marked by *Cook's Bay light buoy SS19* and a port day beacon, as shown on the chart. The river channel is marked by **buoys**. For details of buoys and depths in the river *see* the chart.

122 The **Holland River East Branch** flows into the Holland River about 6 miles upstream from Cook's Bay. The channel in the Holland River East Branch is buoyed to Holland Landing.

123 **Marinas.** — *Halfway Haven Marina*, on the Holland River about 2.5 miles upstream of the junction with the Holland River East Branch, had depths of 3 feet (0.9 m) in 1988 and offered seasonal dockage, ramp and snack bar. Boaters



*Chart 2028-3.*

should make no wake due to seaplanes being secured to shore in this area.

124 *Fairport Marine & Tackle* (formerly *Page Arnold Marina*), on the Holland River where a bridge crosses near the town of **Bradford**, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered dockage, ramp, outboard motor sales and service, boat hardware, boat sales, canoe and boat rentals, bait, tackle, ice and some gasoline. This marina specializes in live bait. Licensed restaurant near by.

125 *Varley Marina*, 0.1 mile north of the same bridge, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, ramp, hoist and gasoline. This marina was changing ownership in 1988. Pay phone and motel are near by.

126 In 1981 the population of Bradford was 7,370, 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. In 1988 this wharf was closed and unsafe to use.

127 Several marinas are situated on the Holland River East Branch between its junction with the Holland River and the community of **River Drive Park**, which had a population of 674 in 1981. A bridge crosses the river at River Drive Park.

128 **Facilities.** — In 1988 the community of River Drive Park had a store and post office.

129 *Trent Holland Marina*, on the Holland River East Branch about 1.8 miles upstream of the junction with the Holland River, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, 18 tonne hoist, engine repairs, outboard motor sales and service, full line of boat hardware, pay phone, picnic area, showers, tennis courts, games room, club house, ice and gasoline. This marina specializes in boat sales and service and is an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

130 *Albert's Marina*, another 0.8 mile up the East Branch, had depths of 5 feet (1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, 26 tonne hoist, engine and hull repairs, boat hardware, used boat sales, custom boat tops, camping, pay phone, picnic area,

restaurant, club house, showers, charts, ice, gasoline and diesel fuel.

131 *Gray Sea's Marina* (formerly *Morgan's Marina*), another 0.5 mile upstream, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered dockage with power and water, ramp, repairs, 4.5 tonne hoist, boat hardware, boat rentals, snack bar, showers, picnic area, swimming pool, ice and gasoline.

132 *Soldiers Bay Marina*, about 0.7 mile farther upstream at River Park Drive, had depths of 4 feet (1.2 m) in 1988 and offered dockage with power outlets, ramp, outboard motor sales and service, boat sales, 7 tonne hoist, boat hardware, pay phone, showers, and snack bar. *Kriland Marine*, also based here, specializes in engine repairs.

*Chart 2028-1.**SW shore of Lake Simcoe*

133 **Routes.** — 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.

134 **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.

135 **Lights.** — Big Bay Point light is shown at an elevation of 30 feet (9.1 m) from a white pyramidal structure situated on the point.

136 A privately-maintained **light** is located on the west shore about 4.9 miles south of Big Bay Point.

137 **Long Shoal** lies about 2.3 miles SSE of Big Bay Point light and is the most dangerous in the lake. It is over 0.5 mile in length and has depths of less than 3 feet (0.9 m). It is surrounded by deep water.

138 **Light buoys.** — *Long Shoal West light buoy*, marked SS11, and *Long Shoal East light buoy*, marked SS9, are located at the ends of Long Shoal, but in rough weather the buoys are not easily seen.

139 **Marina.** — *Big Bay Point Marina and Yacht Club*, about 1.2 miles SW of Big Bay Point, had depths of 5 feet (1.5 m) in 1988 and

*Chart 2028-1.*

offered dockage with power and water, pump out, ramp, 45 tonne hoist, boat hardware, repairs and salvage work, pay phone, picnic area, showers, snack bar, tennis courts, swimming pool, charts, ice, gasoline and diesel fuel.

140 **Public wharf.** — A Public wharf is situated on the west shore about 1 mile north of Little 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 m) long. In 1985 this wharf had 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 near by.

*Kempfenfelt Bay*

141 **Kempfenfelt Bay** is 9 miles long and 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.

142 **Public wharves.** — The Public wharf on the south shore about 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) in 1988 along the inner 50 foot (15 m) long face of the outer section.

143 The Public wharf 0.6 mile east of **Lovers Creek** on the south shore of Kempfenfelt Bay is 2.5 feet (0.8 m) in elevation and 98 feet (30 m) long with an outer arm 52 feet (15.7 m) long. Depths in 1988 were 5 to 7 feet (1.5 to 2.1 m).

144 At **Shanty Bay** on the north shore of Kempfenfelt 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 in 1988. About 1.3 miles west of here is a private dock with a white structure, 30 feet (9 m) high, in the form of a lighthouse, prominent in this part of the bay.

145 About 1.7 miles west of the Shanty Bay wharf (outside the limits of *Chart 2028*) there is

a row of five transmitter **towers**. Another transmitter **tower** about 2 miles south of Barrie is also prominent. These towers are lit by strobe lights.

146 **Lakeview**, a small community, is situated on the north shore of Kempfenfelt Bay about 2.6 miles north of Big Bay Point.

147 **Marinas.** — *Dale's Marina* (formerly *Ashley Cove Marina*), close north of Lakeview, had depths of 4 feet (1.2 m) in 1988 and offered some dockage, ramp and pay phone.

148 *Gull Rock Marina* at Lakeview had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered pump out, 4.5 tonne hoist, I/O engine repairs, fibreglass repairs, boat and motor sales and service, boat hardware, ice and gasoline.

149 *Brentwood Marine* near Lovers Creek on the south shore, had depths of 3 to 6 feet (0.9 to 1.8 m) in 1988 and offered dockage with power and water, pump out, ramp, 25 tonne hoist, repairs and salvage work, boat and outboard motor sales and service, boat hardware, pay phone, picnic area, showers, charts, ice and gasoline.

*Barrie*

150 **Barrie** is a city situated at the head of Kempfenfelt Bay; it had a population of 38,423 in 1981 and has a hospital.

151 The **Public wharf** at Barrie is concrete, 4 feet (1.2 m) in elevation and 280 feet (85 m) long with a 50 foot (15 m) end section. In 1988 there were 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.

152 **Charts** and nautical publications can be purchased from *A. J. Brown Canadian Tire Associate Store*, 320 Bayfield Street, Barrie, an authorized dealer for the Canadian Hydrographic Service.

153 **Points of interest.** — The *Gryphon Theatre* presents professional live stage productions at the *Barrie Georgian College Theatre* during the summer season. Productions include drama, comedy and musical shows.



**BARRIE**

1988



**THE NARROWS FROM LAKE SIMCOE**

1988

*Chart 2028-1.*

154 The *Simcoe County Museum* is situated near Midhurst about 8 km NW of Barrie. This museum has a fine collection of early farm equipment as well as several wings with exhibits of pioneer and Indian artifacts and room displays of life in the Victorian era. This museum also includes a collection of restored pioneer village buildings.

155 **Marinas.** — The *City of Barrie Marina*, at Barrie, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered dockage with power and water, pump out, ramp, pay phone, picnic area, showers, laundromat, charts, ice and gasoline. All the amenities of the city are near by. This marina reports monitoring VHF Channel 68.

156 *Barrie Yacht Club*, on the north shore of the bay, had depths of 3 to 8 feet (0.9 to 2.4 m) in 1988 and offered pump out, ramp, sailing school, mast stepper and showers. Facilities are available only to yacht club members.

157 **Park.** — *Centennial Park*, a municipal day-use park close south of *City of Barrie Marina*, in 1988 had picnic area, pay phone, sandy beach, snack bar, children's playground and a bandshell where summer concerts are held.

*NW shore of Lake Simcoe*

158 **Routes.** — 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.

159 **Eight Mile Point** lies on the west side of Lake Simcoe about 8.3 miles NE of Big Bay Point.

160 **Light.** — A privately-maintained standard street light is shown at an elevation of about 50 feet (15 m) from a private residence on Eight Mile Point ( $44^{\circ}31'N.$ ,  $79^{\circ}25'W.$ ). This private light is reported to be switched on only as

required by the owner and should not be relied on by other boaters.

161 **Carthew Bay**, situated 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) in 1988. There is a small general store close by here.

162 There is also a **Public wharf** at **Hawkestone**, about 2.3 miles SW of Carthew Bay. This wharf is steel and concrete 4 feet (1.2 m) in elevation and 165 feet (50 m) long with an outer section 87 feet (26.5 m) long. In 1988 there were depths of 7 feet (2.1 m) around the outer section, 3 feet (0.9 m) nearer shore.

*Chart 2028-2.*

163 **Whitefish Shoal** with a least depth of 4 feet (1.2 m) lies approximately 4 miles NNE of Eight Mile Point. The shoal is sand and boulders, and is marked by a **buoy**.

164 **Light buoy.** — *Grape Island fairway light buoy*, marked *ST*, is located about midway between Grape Island and Champlain Point, in the approach to The Narrows.

165 **Shingle Bay** lies on the west shore at the northern end of Lake Simcoe, 5 miles north of Eight Mile Point. **Shannon Bay** is located at the NE end of Shingle Bay.

166 **Marina.** — *Restful Camp*, a cottage resort open year round on the west side of Shannon Bay, had depths of 2 to 4 feet (0.6 to 1.2 m) in 1988 and offered canoe and boat rentals, pay phone, grocery and gift shop, bait, tackle and gasoline. There is a launching ramp near here as shown on the chart.

167 Other *marinas* at the north end of Lake Simcoe are described in Chapter VII in the section on Orillia.

## CHAPTER VII

### 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 I 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 *Boating 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 2028-2.*

#### Lake Simcoe to Couchiching lock

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 m).

4 **Historical note.** — The Narrows was the site of early Indian fishing traps. The remains of stakes from these structures were discovered during recent excavations and date from the early years of the seventeenth century.

5 **Bridges. — Overhead cables.** — The Narrows is crossed by a highway bridge with a clearance of 25 feet (7.6 m) and a railway swing bridge with a clearance of 7 feet (2.1 m) when closed. The Narrows is also crossed by three overhead power lines with a minimum clearance of 42 feet (12.8 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 situated in the Trent Canal 2 miles from

the north end of Lake Couchiching. The distance from The Narrows to Couchiching lock is 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 m) long boulder and gravel causeway. The wharf is 5 feet (1.5 m) in elevation and 75 feet (23 m) long with an outer section 75 feet (23 m) long and depths of 6 feet (1.8 m) in 1988. 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 **Light.** — A light is shown at an elevation of 31 feet (9.4 m) from a framework tower, 25 feet (7.6 m) high, at the north end of the Public wharf at Orchard Point ( $44^{\circ}36'N.$ ,  $79^{\circ}22'W.$ ).

9 **Atherley**, a community with a population of 366 in 1981 situated on the east shore at The Narrows, has general stores, hotels and motels.

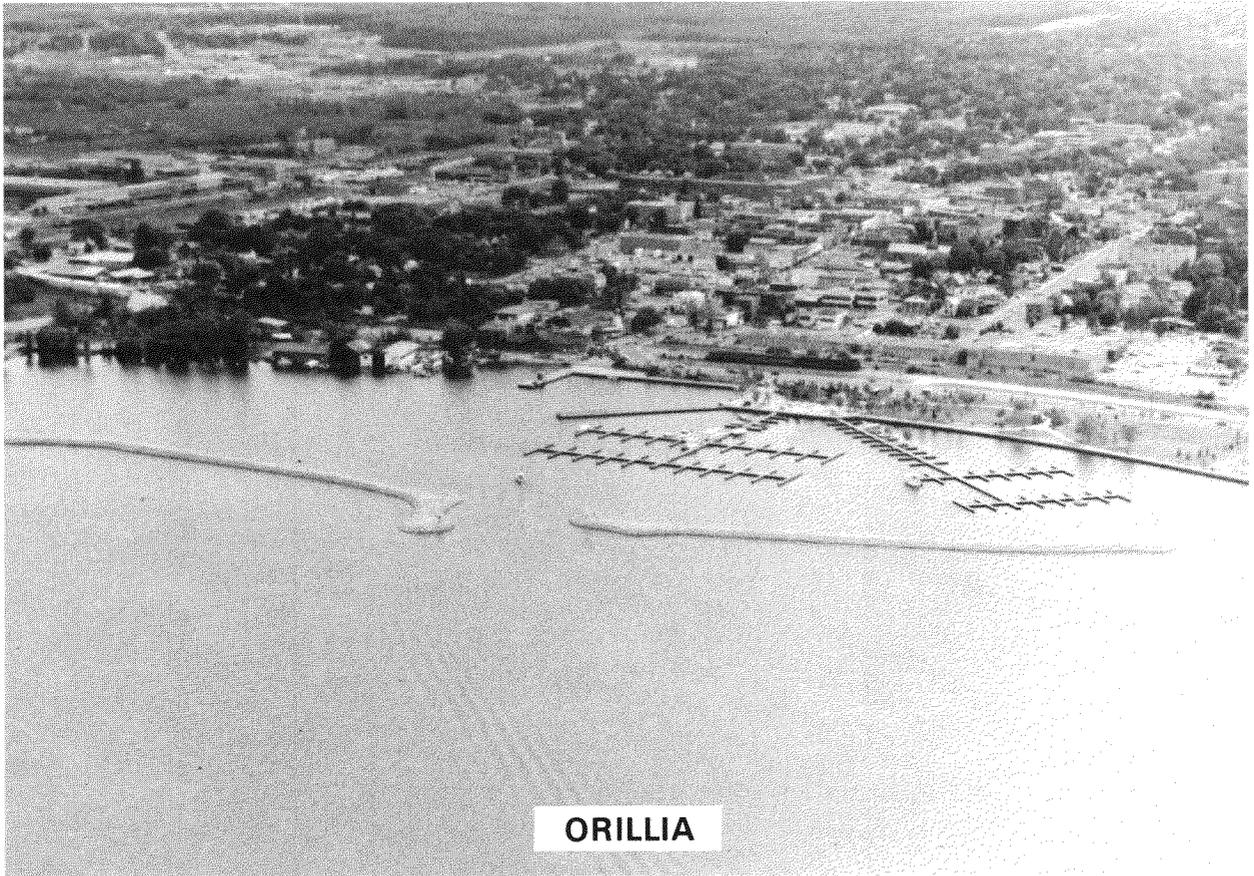
10 **Marinas.** — There are several Marinas at The Narrows:

11 *Fisherman's Cove* (formerly *Kelly's Kove*), a bait and tackle store on the NW shore of Smith's Bay, had depths of 3 feet (0.9 m) in 1988 and also offered motor repairs, canoe and boat rentals, boat hardware and ice. The city of Orillia's *Tudhope Camp Grounds* are near by.

12 *Orchard Point Marina*, at Orchard Point, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered a ramp, 5 tonne hoist, repairs and salvage work, boat hardware, boat and motor sales and service, pay phone, charts, ice and gasoline. Dockage is available at the nearby Public wharf, and groceries are also available near by.

13 *Baer Harbour Yacht Club*, on the east shore south of the bridge, offers mainly annual slip rentals and had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988.

14 *Blue Beacon Marina*, also on the east shore, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered seasonal dockage, pump out, ramp, 7 tonne hoist, motor repairs, boat rentals, boat hardware, bait, tackle, ice and gasoline.

*Chart 2028-2.*

1988

This marina specializes in boat and motor sales and service, and is an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

<sup>15</sup> *Leatherdale Marine Sales*, with a store close SE of the highway bridge, in 1988 offered repairs and salvage service, sail and power boat sales and service, boat hardware, specializes in repairs to all kinds of motors, and is an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

<sup>16</sup> *Kehoe Marina*, close SW of the highway bridge, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered dockage with power and water, pump out, ramp, 10 tonne hoist, boat and motor sales and service, some boat hardware, picnic area, bait, tackle, charts, ice and gasoline. *Harris Boat Livery*, also based here, offered canoe and

boat rentals. Showers, sauna and washrooms were planned for 1989.

<sup>17</sup> *Crothers Twin Lakes Marina*, between the bridges, had depths of 5 feet (1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs and salvage work, boat and motor sales and service, boat hardware, ice and is an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications. This marina specializes in inboard and outboard motor repairs.

<sup>18</sup> *Inner Harbour Marina*, on the west shore close north of the railway swing bridge, had depths of 5 feet (1.5 m) in 1988 and offered dockage with power and water, showers, laundromat and pay phone.

<sup>19</sup> *Couchiching Marina*, on the west shore at the north end of The Narrows, had depths of 5

*Chart 2028-2.*

feet (1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs and salvage work, 9 tonne hoist, some boat hardware, water taxi and freight delivery service, pay phone, picnic area, showers, charts, ice and gasoline. A small restaurant is near by.

*Orillia*

20 **Orillia**, a city with a population of 24,077 in 1986, 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 2.2 miles west of The Narrows as shown on the chart.

21 The southern Public wharf has been developed as part of the *Port of Orillia*. The other Public wharf is at the Champlain Park, 0.3 mile to the north, and is concrete, 4 feet (1.2 m) in elevation and 150 feet (46 m) long with depths of 5 to 8 feet (1.5 to 2.4 m) in 1988. Accommodations and supplies are available in the city, and Orillia also has a hospital and bus service.

22 **Charts** and nautical publications can be purchased from *Ellwood Epps*, on Highway 11 North, *Thomas S. Parish Canadian Tire Store*, 135 West Street South, and *Trent Severn Orillia Marine*, 43 Mississauga Street East, all of whom are authorized dealers for the Canadian Hydrographic Service.

23 **Marina**. — *Port of Orillia* (formerly *Centennial Park Waterfront Marina*), operated by the Chamber of Commerce at Orillia southern Public wharf, had depths of 6 feet (1.8 m) in 1988 and offered extensive protected dockage with power and water, pump out, ramp, pay phone, picnic areas, modern showers, charts and ice. There is also a fishing dock here, as well as a promenade and board walk. The landscaped picnic areas of *Centennial Park* are near by, as are laundromat, groceries, snack bar and licensed restaurant and all the facilities of downtown Orillia. In 1988 there was a courtesy shuttle bus to the centre of Orillia.

24 *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, snack bar, and a historic

bandstand where Sunday evening concerts are held during the summer. *Aquatheatre*, also at Couchiching Park, is a bandshell used for occasional special events. The city greenhouse is also here with special floral displays all year.

25 **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 Indians moved across The Narrows to Rama Reserve in about 1832.

26 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.

27 In recent years the city's downtown area has been revitalized and is now a "people place" of summer cafes, shops, trees and flowers.

28 **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 open to visitors and has displays of his writings and possessions.

29 *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.

30 *Ossawippi Express Dining Cars* is a group of antique railroad cars near the *Port of Orillia*. These have been restored and are now a restaurant specializing in French cuisine.

31 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*

32 **Lake Couchiching** is 10 miles long, 3 miles wide at the south end and about 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.

33 **Caution**. — Sudden storms and squalls are frequent on Lake Couchiching. Every care

*Chart 2028-2.*

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 I.

34 **Nadie Island** is a small island on the east side of the channel, 1 mile north of the highway bridge at The Narrows.

35 **Light.** — Nadie Island light is shown at an elevation of 30 feet (9 m) from an aluminum tower, 25 feet (7.6 m) high with a port day beacon, situated on the west side of the island.

36 **Buoy.** — A bifurcation (junction) buoy is moored about 0.2 mile NW of Nadie Island. This buoy marks the junction with a route that leads westwards towards Orillia.

37 **Light buoy.** — *Couchiching Point light buoy SC15*, moored at the northern extremity of shoal water extending off Couchiching Point, marks the south side of the route towards Orillia.

38 **Chiefs Island** is a large island and Indian Reserve about 3 miles north of Orillia. The south shoreline is shallow and weedy, with shoals and weed patches extending up to 0.5 mile south of the island.

39 The southern extremity of this shoal area is marked by a **buoy**.

40 Foul ground lies between Chiefs Island and **Ship Island**, about 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.

41 **Historical note.** — Chiefs Island is the site of the graves of the early Ojibwa chiefs of the Rama Indians. This is sacred ground and visitors are not permitted to land on the island.

42 A route from Orilla 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.

43 **Light buoy.** — *Chiefs Island light buoy SC5* marks the outer end of shoal water extending SW from the south end of the island.

44 **Horseshoe Island** lies about 0.2 mile east of Chiefs Island.

45 **Mariposa Beach**, a small community, is situated on the east shore of the lake east of Horseshoe Island.

46 **Marina.** — *Ojibway Bay Marina*, open all year at Mariposa Beach, had depths of 2 to 4 feet (0.6 to 1.2 m) in 1988 and offered dockage with power and water, pump out, concrete ramp, repairs, 5 tonne hoist, some boat hardware, water taxi service, pay phone, picnic area, camping, showers, snack bar, bait, some tackle, ice and gasoline. Boat rentals were planned for 1989.

47 **Geneva Park** is a small community situated on a prominent point of land in the central area of the lake on the east shore, about 1 mile north of Horseshoe Island. A floating **Public wharf** 50 feet (15 m) long and 20 feet (6 m) wide with depths of 5 to 8 feet (1.5 to 2.4 m) in 1988 is located in the bay east of Geneva Park.

48 **Marina.** — *Clearway Marina* (formerly *Skippers Cove Marina*), 0.5 mile east of Geneva Park, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered dockage with power and water, concrete ramp, boat rentals, water taxi, pay phone, picnic area, bait, tackle, charts, ice and gasoline. Two **cribs** awash at the entrance to this marina were marked by private aids in 1988.

49 **Light buoy.** — *Quarry Bay light buoy SC*, a bifurcation (junction) buoy, is moored about 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.

50 From this junction it is about 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.

51 **Light buoy.** — *Washago Outer light buoy S287* marks the east side of the outer part of the above-mentioned channel.

52 **Leading lights.** — Washago range lights mark the centre line of the channel leading into the Trent Canal and both of the lights have daymarks. The front light is shown at an elevation of 10 feet (3 m) from a framework tower 7 feet (2.1 m) high. The rear light is shown at an

*Chart 2028-2.*

elevation of 40 feet (12.2 m) from a framework tower 33 feet (10.1 m) high.

53 At **Floral Park**, situated about 3 miles NNE of Geneva Park, there is a **Public wharf** 2.5 feet (0.8 m) in elevation, 75 feet (23 m) long and 14 feet (4 m) wide with depths of 2 to 5 feet (0.6 to 1.5 m) along the outer end and north side in 1988.

54 **Washago** is a small community at the north end of Lake Couchiching.

55 **Facilities.** — In 1988 Washago had churches, a bank (Tuesday and Thursday), clinic with doctor and dentist, post office, liquor store, laundromat, restaurants, hotel and stores.

56 **Public wharf.** — The Public wharf at Washago is 72 feet (22 m) long with a 20 foot (6.1 m) outer section and an elevation of 2 feet (0.6 m). In 1988 there were depths of 2 to 7 feet (0.6 to 2.1 m). There is also a launching **ramp** here.

57 **Radio tower.** — A radio tower is situated about 0.3 mile ESE of the rear light of the Washago range lights.

58 **Marina.** — *Pier Eleven Marina*, open all year close east of the canal entrance, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, pump out, concrete ramp, 13.5 tonne hoist, repairs, boat hardware, new and used boat sales, sales and service of all types of motors, pay phone, picnic area, showers, snack bar, groceries, charts, ice, gasoline and diesel fuel (by arrangement).

59 **Bridges.** — **Overhead cables.** — A highway bridge with a clearance of 24 feet (7.3 m) and an overhead power line with a clearance of 57 feet (17.4 m) cross the canal about 0.3 mile NW of the Washago range lights. Two overhead cables with a least clearance of 52 feet (15.8 m) and a railway swing bridge with a clearance of 14 feet (4.3 m) when closed cross the canal about 0.8 mile farther NNW.

60 **Couchiching lock** (lock 42) is situated in the Trent Canal about 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 I. There is a general store and snack bar near this lock.

61 **Bridge.** — **Overhead cables.** — A bridge with a clearance of 35 feet (10.7 m) and an

overhead power line with a clearance of 33 feet (10.1 m) cross the canal at lock 42.

62 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 1.7 miles. There is sufficient depth of water and the lowest overhead clearance is 9 feet (2.7 m) at a fixed highway bridge.

63 **Marina.** — *Art's Recreational Repairs*, located close east of the bridge at the small community of **Severn Bridge**, had depths of 3 to 4 feet (0.9 to 1.2 m) in 1988 and offered dockage with power and water, ramp, minor and major engine repairs, salvage work, some boat hardware, canoe and boat rentals, charts and ice.

*Chart 2029-1.**Couchiching lock to Big Chute*

64 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 23 miles. Between Couchiching lock and Big Chute there is one lock at Swift Rapids. The channel is well marked by buoys and day beacons.

65 The route leads west, then north, from Couchiching lock to Sparrow Lake, a distance of 4 miles.

66 **Caution.** — **Submarine cable.** — **Submarine pipeline.** — A submerged power line and a submerged gas pipeline are laid across the canal near mile 210.2 and 210.5 respectively. Boaters are cautioned not to anchor in these areas.

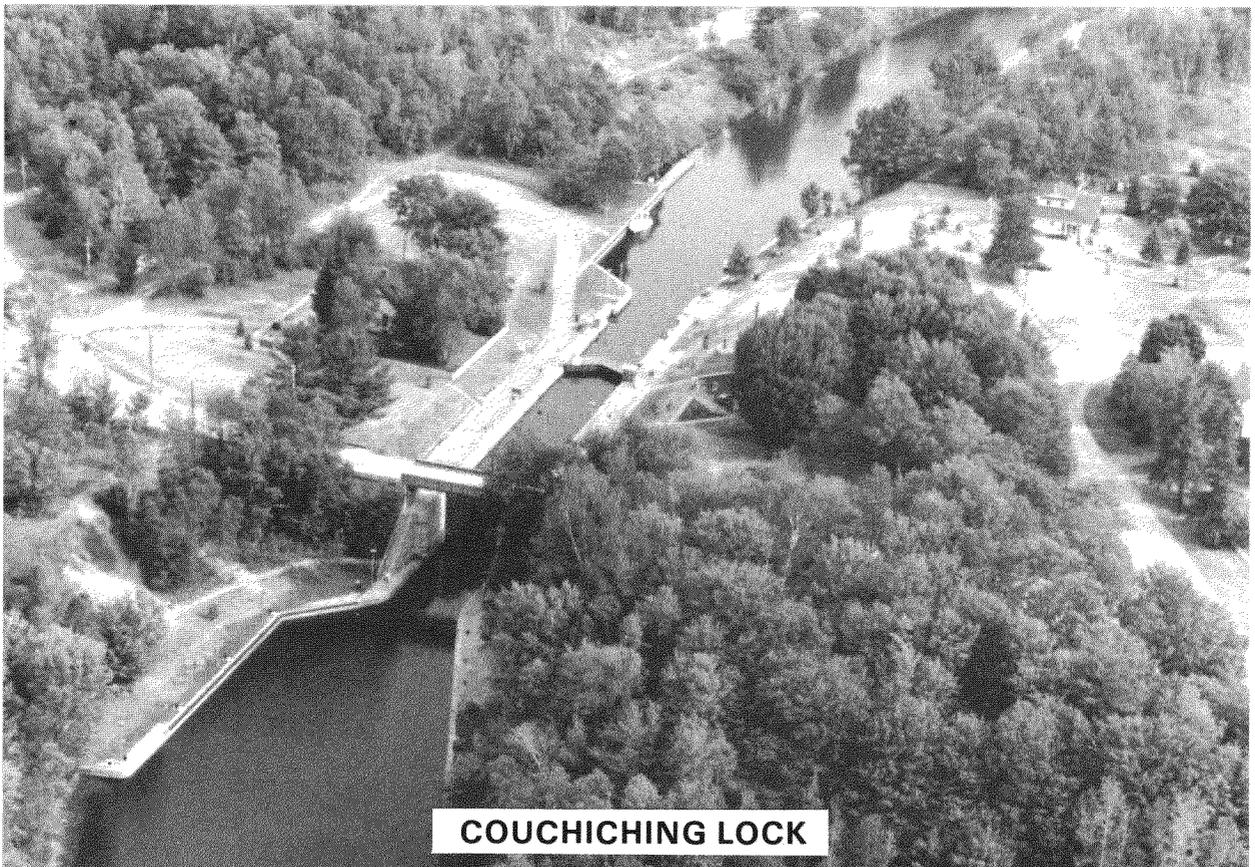
67 **Marina.** — *Shamrock Marina and Trailer Park*, located on the north shore near mile 210.3, had depths of 3 to 5 feet (0.9 to 1.5 m) in 1988 and offered dockage with power and water, concrete ramp, some boat hardware, pay phone, camping, showers, laundromat, snack bar, groceries, tackle, propane, ice, gasoline and diesel fuel.

68 There is a **Public wharf** and a **ramp** at **Hamlet** near mile 212.7 as shown on the chart. The wharf is 2 feet (0.6 m) in elevation and 50 feet (15 m) long with depths of 5 feet (1.5 m) in 1988.



**WASHAGO**

1988



**COUCHICHING LOCK**

1988

*Chart 2029-1.*

69 **Bridge. — Lights.** — A fixed red light is shown at an elevation of 16 feet (4.9 m) from each side of the swing bridge situated near mile 212.7. This bridge has a clearance of 8 feet (2.4 m) when closed.

70 **Overhead cable. — Submerged crib.** — An overhead power line with a clearance of 50 feet (15.2 m) crosses the canal near mile 213.1. 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.

71 **Marinas.** — *Forest Glen Resort*, a cottage resort close upstream of the swing bridge at Hamlet, had depths of 5 feet (1.5 m) in 1988 and offered dockage with power and water, concrete ramp, canoe and boat rentals, picnic area, camping, pay phone, showers, snack bar, some groceries, naphtha, bait, tackle, charts, ice and gasoline. The store and gas pump are open all year.

72 **Lauderdale Marina "88",** at **Lauderdale Point** where the Severn River and Trent Canal enter Sparrow Lake, had depths of 4 to 6 feet (1.2 to 1.8 m) in 1988 and offered dockage with power and water, pump out, concrete ramp, repairs and salvage work, boat hardware, boat rentals, boat sales, pay phone, showers, snack bar, groceries, bait, tackle, charts, ice and gasoline. Licensed pub, 7 tonne hoist and monitoring of VHF were planned for 1989.

73 **Light buoys.** — *Monahan Point light buoy S237*, in the southern part of Sparrow Lake, marks the outer end of shoal water on the east side of the canal entrance.

74 *Channel Island light buoy S231*, in the northern part of the lake, marks the entrance to the narrow channel leading around **Grandview Point** and on towards **McLean Bay**.

75 **Caution. — Submarine cables.** — Submerged power lines are laid east and north of Grandview Point as shown on the chart. Boaters are cautioned to avoid anchoring or fishing near these cables.

76 **Sparrow Lake** is 3 miles long and 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.

77 **Port Stanton**, a small community, is situated 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) in 1988. There is also a 35 foot (11 m) long wing section.

78 **Facilities.** — In 1988 Port Stanton had a church, a general store, restaurant and laundromat.

79 **Marina.** — *Martin's Store*, at the Port Stanton Public wharf, in 1988 offered a snack bar, pay phone, groceries, bait, tackle, charts, ice and gasoline.

80 **Franklin wharf**, a Public wharf, is located at the north end of Sparrow Lake. It is T-shaped, 165 feet (50 m) long and 16 feet (5 m) wide at the outer face, with depths of 1 to 2 feet (0.3 to 0.6 m) in 1988 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 ramp.

81 **Marinas.** — *Grandview Lodge Resort*, an American Plan resort on the NW shore of Sparrow Lake close south of Grandview Point, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered a ramp, canoe and boat rentals, pay phone, snack bar, dining room, bait, tackle, charts, water, ice and gasoline.

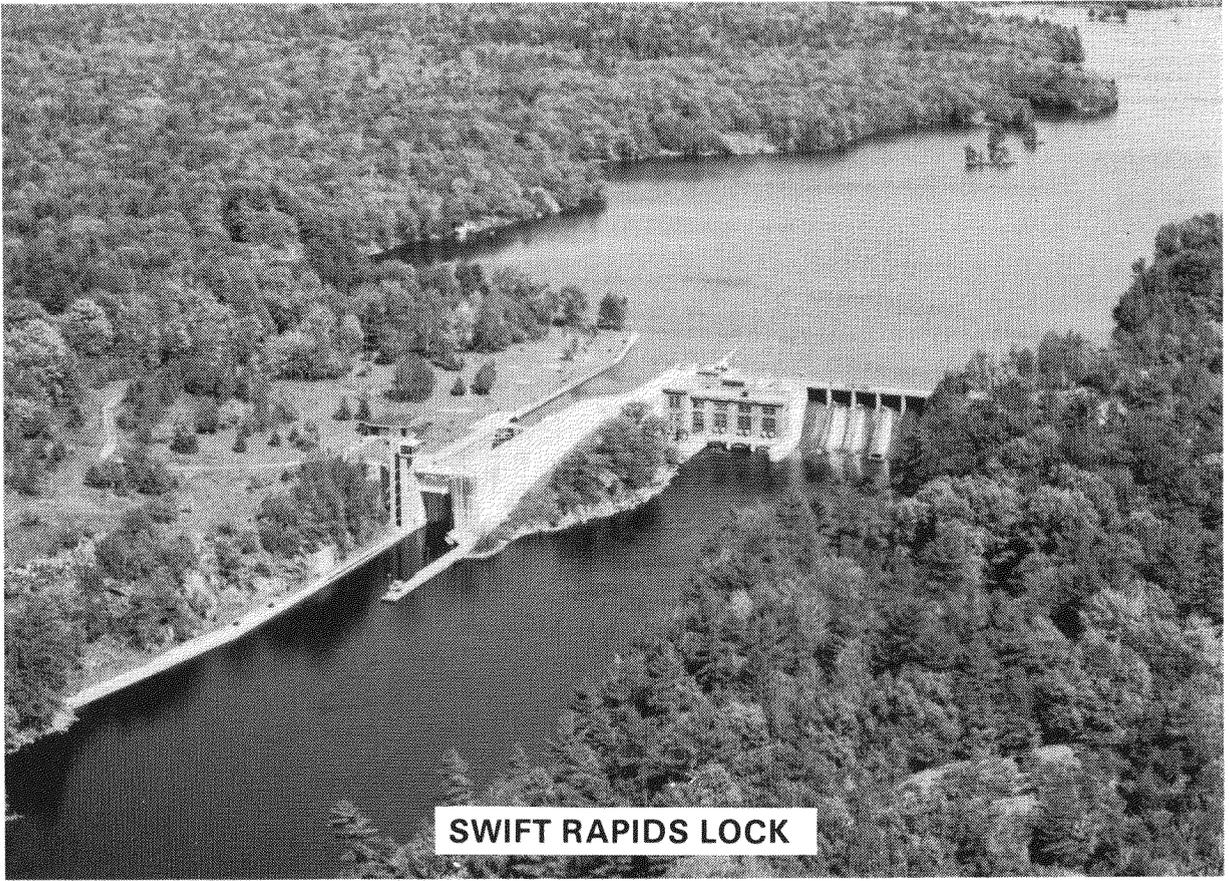
82 *Brigadoon Cottages*, a resort located close west of the Public wharf at the north end of Sparrow Lake, had depths of 2 to 3 feet (0.6 to 0.9 m) in 1988 and offered a ramp, boat rentals, pay phone, snack bar, groceries, bait, tackle and ice.

83 *Torpitt Lodge*, a lodge and cottage resort located on the SW shore near mile 216, had depths of 2 to 10 feet (0.6 to 3 m) in 1988 and offered a ramp, pay phone, picnic area, laundromat, snack bar, dining room, 9 hole golf course, some groceries, bait, tackle and ice. Most facilities are available only to lodge guests.

84 **Deep Bay** is a small bay connected to Sparrow Lake near its north end.

85 **Overhead cables.** — The minimum overhead clearance along the route between Sparrow Lake and Swift Rapids is 33 feet (10.1 m) under the cable near the bridge at Hydro Glen (mile 222.4).

86 **Morrison Landing**, a small community, is situated on the north side of the Severn River



**SWIFT RAPIDS LOCK**

1985



**SEVERN FALLS**

1988

*Chart 2029-1.*

between miles 220 and 221. The **Public wharf** here is 1.5 feet (0.5 m) in elevation and 50 feet (15 m) long, parallel to shore, with depths of 4 to 5 feet (1.2 to 1.5 m) in 1988.

87 **Marina.** — *Lantern Marina and Trailer Park*, at Morrison Landing, had depths of 3 to 6 feet (0.9 to 1.8 m) in 1988 and offered dockage with power and water, pump out, concrete ramp, repairs and salvage work, boat and motor sales and service, boat hardware, boat and houseboat rentals, water taxi service, pay phone, camping, showers, snack bar, groceries, bait, tackle, charts, ice and gasoline. A contracting barge service is also based here. This marina reports monitoring CB Channel 13.

88 **McDonald's Cut**, downstream of mile 221, is a narrow passage 0.3 mile long. Rocks awash lie on both sides of the route in this area.

89 **Bridge.** — **Overhead cable.** — The railroad bridge at Hydro Glen near mile 222.4 has a clearance of 34 feet (10.4 m). The overhead cable close east of the bridge has a clearance of 33 feet (10.1 m).

90 **Caution.** — **Rocks awash.** — Boaters are cautioned to avoid the rocks awash on the south side of the channel close east and west of the Hydro Glen bridge.

91 **Swift Rapids lock** (lock 43) is situated near mile 224.5. The lock has a lift of 47 feet (14 m) and lock traffic in both directions is controlled by traffic lights. A hydroelectric power plant is located at Swift Rapids.

92 A **footbridge** crossing the route close NW of the lock has an overhead clearance of 32 feet (9.8 m).

93 **Historical note.** — When the Trent-Severn 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.

94 **Submarine cables.** — Submerged power and telephone cables cross the route at the island near mile 225.3.

95 **Marina.** — *Waubic Inn Restaurant*, on the north shore near mile 226.8, had depths of 4 to 8 feet (1.2 to 2.4 m) but was closed in 1988.

96 **Severn Falls**, a community with a population of 37 in 1981, is situated on the south shore near mile 227.7 about 3.5 miles downstream of Swift Rapids.

97 There are two **Public wharves** as shown on the chart. The upstream wharf is floating, 1 foot (0.3 m) high, 10 feet (3 m) wide and 187 feet (57 m) long with depths in 1988 of 20 feet (6 m) at the outer end, reducing to 5 feet (1.5 m) near shore.

98 The other Public wharf is a floating dock 1 foot (0.3 m) high, 10 feet (3 m) wide and 50 feet (15 m) long with depths of 14 feet (4.3 m), and 2 feet (0.6 m) at the inshore end in 1988. A Ministry of Natural Resources building is beside the latter wharf and there is also a concrete launching ramp here.

99 **Facilities.** — In 1988 Severn Falls had a church, motel, store and a licensed restaurant.

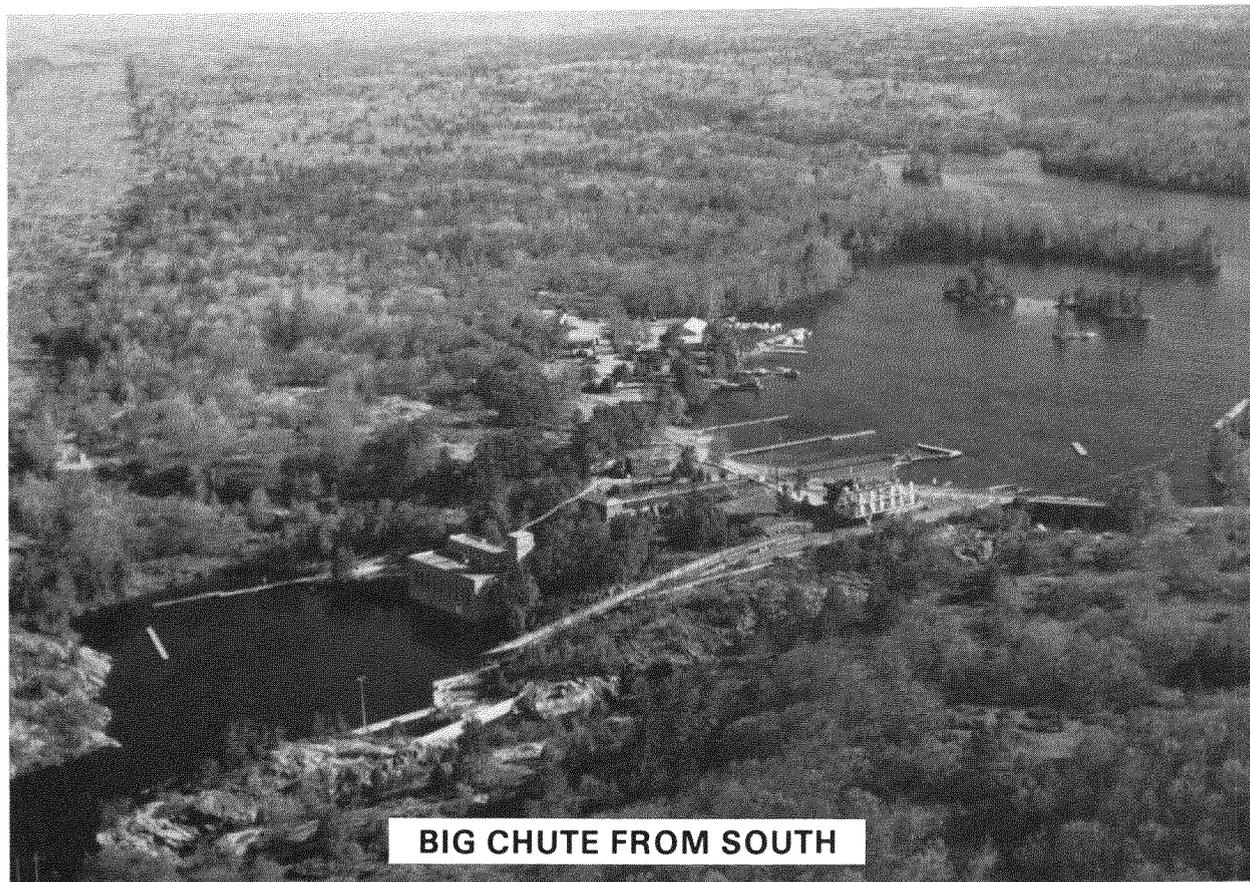
100 **Marinas.** — *Tamarack Park and Marina*, near mile 227.3, had depths of 3 to 14 feet (0.9 to 4.3 m) in 1988 and offered some dockage, concrete ramp, canoe and boat rentals, water taxi, groceries, bait, tackle, water, ice and gasoline.

101 *Severn Cove Marina* (formerly *Snider's Marina*) had depths of 3 feet (0.9 m) in 1988 and offered dockage with power and water, ramp, motor repairs, boat hardware, boat rentals, water taxi service, boat sales, showers, bait, tackle, charts, ice and gasoline.

102 *Mr. Bishops Roadhouse & Riverside Cafe* (formerly *Sportsman Tavern*), open year round by the Public wharf, had depths of 2 feet (0.6 m) in 1988 and offered dockage with power outlets, pay phone, licensed restaurant and ice.

103 *Pearson's River Emporium*, open summer and winter, is a grocery, deli and hardware store and in 1988 also offered fishing tackle, bait, snack bar, naphtha, charts and ice. A pay phone is near by.

104 *Severn Falls Motel*, open year round, had depths of 3 to 10 feet (0.9 to 3 m) in 1988 and offered some dockage, boat rentals and showers as well as motel and cottage accommodation.

*Chart 2029-1.***BIG CHUTE FROM SOUTH**

1988

105 The 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.

106 **Bridge. — Overhead cables.** — The railway bridge at mile 228 has a clearance of 34 feet (10.4 m). The overhead cables near the bridge have a least clearance of 35 feet (10.7 m).

107 **Overhead cable.** — A power line with a clearance of 50 feet (15.2 m) crosses the river at the narrow cut near mile 232.

108 **Tea Lake** connects to the Severn River by a shallow channel with rocks awash, close upstream of Big Chute near mile 232.

109 **Marina.** — *T-Lake Marina*, near the north end of Tea Lake, had depths of 1 to 3 feet

(0.3 to 0.9 m) in 1988 and offered dockage, gravel ramp, boat hardware, outboard motor sales and service. Pay phone is near by.

110 **Big Chute**, at mile 232.5, is the location of two marine railways where craft are lowered or raised by 58 feet (18 m).

111 Originally built as a cost-cutting expedient, a marine railway has operated here since 1917, but could carry only one boat at a time.

112 The new marine railway has greatly reduced the earlier delays due to heavy traffic volume on holiday weekends for it can transport up to 9 smaller vessels at once, these smaller craft being supported on the carriage three abreast in individual adjustable slings.

113 The carriage is 80 feet (24 m) long and runs on four parallel rails, so arranged that the carriage is virtually horizontal, but reaching a

*Chart 2029-1.*

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.

114 The new marine railway was opened in 1978 and can carry a boat up to 90 tonnes in weight or 100 feet (30.4 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 remains operational and is used as required.

115 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 system. This display area is operated by *The Friends of the Trent-Severn*, a non-profit organization.

116 **Public wharves.** — At the upper side of Big Chute the Public wharf is floating and 101 feet (31 m) long with depths of 15 feet (4.6 m) in 1988. The Public wharf on the lower side of Big Chute is also floating, 100 feet (30 m) long, with depths of 5 to 7 feet (1.5 to 2.1 m) in 1988. Each marine railway has its own approach and tie up walls.

117 **Caution.** — **Crib.** — 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 m) NE from the visible wall. Boaters should exercise extreme caution in this area.

118 **Marina.** — *Big Chute Marina*, close north of Big Chute, had depths of 5 to 10 feet (1.5 to 3 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs and salvage work, qualified diver, boat and motor sales and service, boat hardware, canoe and boat rentals, water taxi service, pay phone, picnic area, snack bar, groceries, naphtha, bait, tackle, charts, ice and gasoline.

119 **Caution.** — The channel below Big Chute is winding and the considerable discharge from the power generating station forms a cross current below the marine railways, 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 railways.

120 **Little Chute**, about a mile below the marine railways, 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 m) wide and was dredged to a depth of 6 feet (1.8 m).

121 **Caution.** — Boat operators are advised to exercise caution when entering the narrows or approaching oncoming traffic.

122 **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.**

*Chart 2029-2.**Big Chute to Port Severn*

123 The route leads south from the marine railways at Big Chute to the entrance into Georgian Bay at Port Severn, a distance of approximately 8 miles. It passes through Gloucester Pool and Little Lake. The channel is well marked with buoys and day beacons. The final lock in the waterway is located at Port Severn.

124 **Wharf.** — Just east of Gloucester Passage on the north shore is a *Ministry of Natural Resources* wharf 25 feet (7.6 m) long with depths of 2 to 6 feet (0.6 to 1.8 m) in 1988 and a small picnic area.

125 **Gloucester Pool** is a little over 1 mile SW of Big Chute. It is approximately 5 miles long and 1.3 miles wide. It contains numerous islands and shoals, however, it has good water for cruising, particularly in the north and west parts.

126 **Whites Bay** is a small bay at the north end of the pool on the west side.

127 **Light.** — 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°52'N., 79°43'W.).

128 **Marinas.** — *Camp O'Hara Marine Park*, a cottage and camping resort near O'Hara Point

*Chart 2029-2.*

on the NE side of Gloucester Pool, had depths of 2 to 6 feet (0.6 to 1.8 m) in 1988 and offered dockage with power outlets, canoe rentals, water taxi, pay phone, picnic area, camping, showers, laundromat, some groceries and ice. The bake shop here is noted for its home baking.

129 *Severn Lodge*, a resort lodge at the north end of Gloucester Pool about 0.2 mile west of O'Hara Point, had depths of 6 to 8 feet (1.8 to 2.4 m) in 1988 and offered pay phone, motel accommodation, snack bar, licensed dining room, bait, tackle and ice. Dockage was available for lunch and dinner guests.

130 *White's Falls Marina*, on the east shore of Whites Bay, had depths of 4 to 10 feet (1.2 to 3 m) in 1988 and offered dockage with power and water, ramp, hoist, some boat hardware, boat rentals, water taxi, pay phone, showers, groceries, bait, tackle, charts, ice and gasoline. This marina also has a barge and is a general contractor for construction and excavation work. This marina reports monitoring VHF radio.

131 *Whitestone Lodge*, a resort lodge also on the east shore of Whites Bay, was private in 1988 and offered no facilities for passing boaters.

132 **Little Go Home Bay** is a long narrow body of water about 2.5 miles in length, lying NW from the west side of Gloucester Pool.

133 **Marina.** — *Nicholson's Marina*, on the SW side of Little Go Home Bay, had depths of 3 to 4 feet (0.9 to 1.2 m) in 1988 and offered dockage, gravel ramp, pay phone, camping, ice and gasoline.

134 **Routes.** — 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.

135 *Narrows Marina*, at the east end of The Narrows, had depths of 3 to 4 feet (0.9 to 1.2 m) in 1988 and offered dockage with power and water, pump out, ramp, 9 tonne hoist, repairs, boat hardware, boat and motor sales and service, water taxi service, pay phone, picnic area, showers, groceries, bait, tackle, charts, ice and gasoline.

136 **Little Lake** is about 2.5 miles long and 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.

*Port Severn*

137 **Port Severn** is a community built on both sides of the mouth of the Severn River where it enters the Georgian Bay. There is a dam across the river here with a lock allowing passage to the waters of Georgian Bay.

138 **Port Severn lock** (lock 45) has a lift of 15 feet (4.6 m).

139 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 *The Friends of the Trent-Severn*, a non-profit organization.

140 **Wharves.** — The Public wharf is located NW of the lock and is 2 feet (0.6 m) high, 100 feet (30 m) long and 10 feet (3 m) wide with depths of 5 to 9 feet (1.5 to 2.7 m) in 1988.

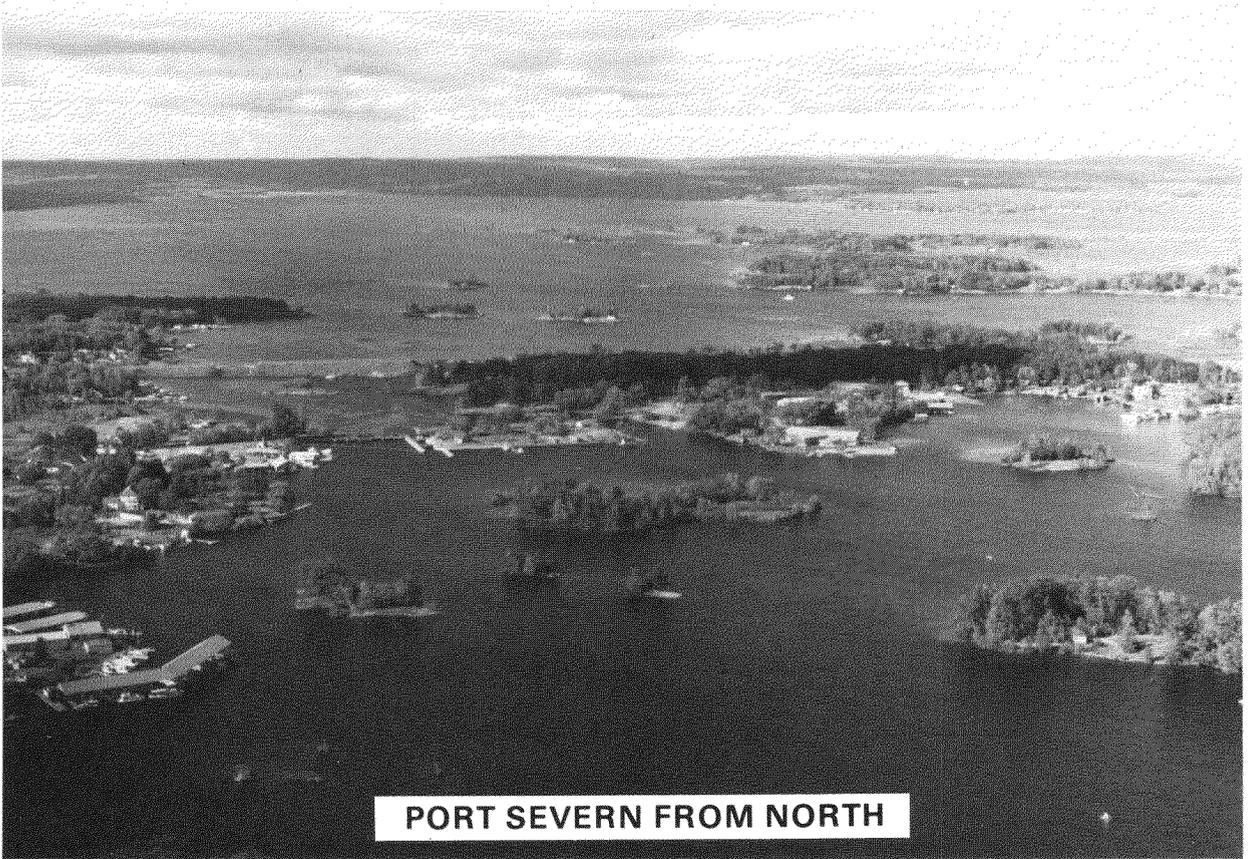
141 Another Public Wharf is located SW of the lock. This wharf is 90 feet (27 m) long with an elevation of 2 feet (0.6 m). In 1987 there were depths of 6 to 11 feet (0.6 to 3.4 m) around this wharf.

142 **Caution.** — **Submerged boulders** lie to the west of this second wharf and extend out from shore parallel to it, making the inner side of the wharf difficult to approach.

143 **Facilities.** — In 1988 Port Severn had churches, bank (open only on Fridays), motels, hotel, liquor and beer store, post office, a few stores, restaurants and service stations. The nearest doctor and dentist are in Coldwater, about 8 miles (13 km) away, and the nearest hospital and veterinarian are at Midland.

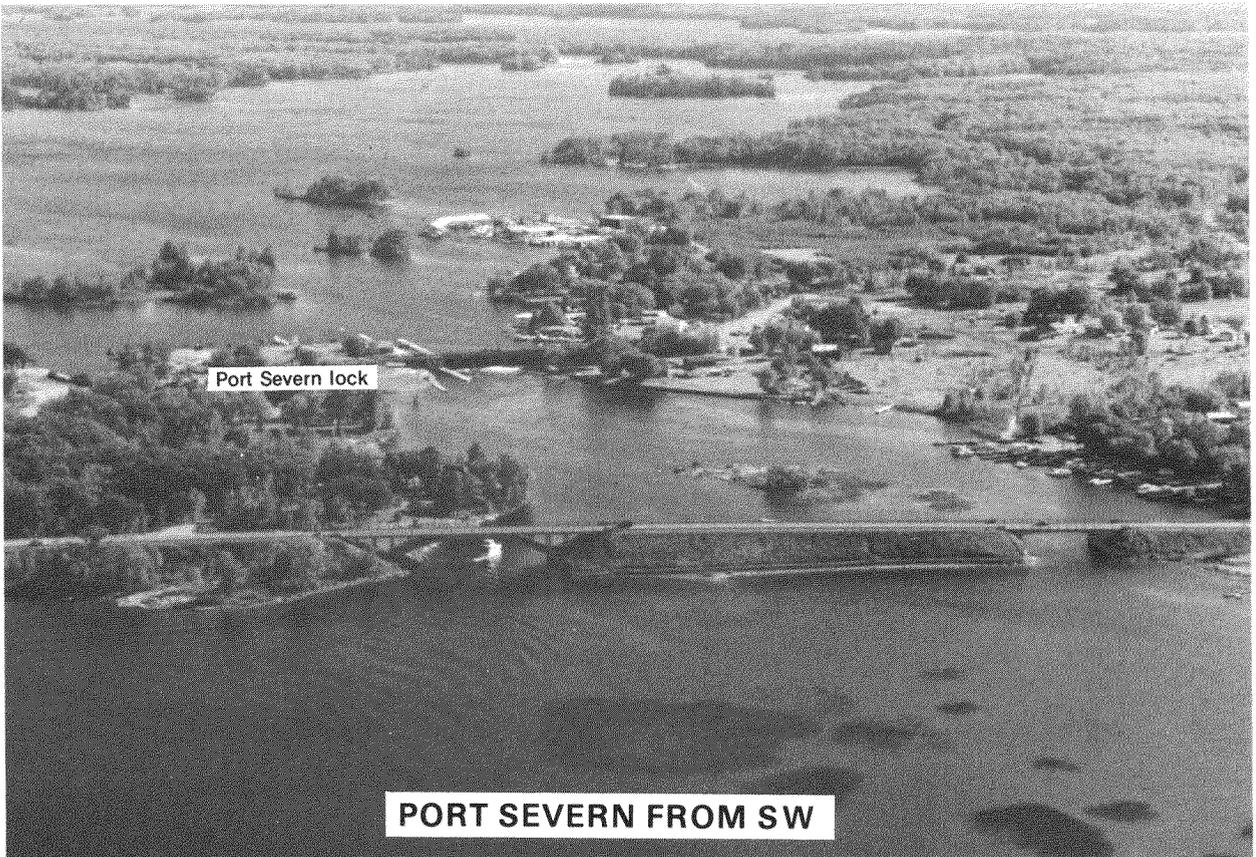
144 **Marinas.** — There are four marinas above the lock at Port Severn and another one below the lock:

145 *Severn Boat Haven*, 0.4 mile NE of the lock, had depths of 4 to 9 feet (1.2 to 2.7 m) in



**PORT SEVERN FROM NORTH**

1988



Port Severn lock

**PORT SEVERN FROM SW**

1988

*Chart 2029-2.*

1988 and offered dockage with power and water, pump out, repairs and salvage work, 25 tonne hoist, boat and motor sales and service, boat hardware, pay phone, picnic area, showers, snack bar, groceries, naphtha, charts, ice, gasoline and diesel fuel, and is an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications.

<sup>146</sup> *Bush's Boat Livery and Marine*, open all year close NE of the lock at Port Severn, had depths of 5 to 13 feet (1.5 to 4 m) in 1988 and offered dockage with power outlets, ramp, 18 tonne marine railway, engine repairs, outboard motor sales and service, boat hardware, canoe and boat rentals, water taxi, pay phone, picnic area, some propane, naphtha, bait, tackle, ice and gasoline and is an authorized dealer for Canadian Hydrographic Service nautical **charts** and publications. *Scenic Boat Cruise* is based here and offers daily sightseeing cruises during the summer. Licensed restaurant is near by.

<sup>147</sup> *Severn Marina*, 0.2 mile west of the lock, had depths of 3 feet (0.9 m) in 1988 and offered dockage with power and water, ramp, 10 tonne hoist, repairs, boat hardware, canoe and boat rentals, picnic area, showers, some bait, tackle, ice and gasoline. A fishing guide is available locally.

<sup>148</sup> *Driftwood Cove*, a new marina 0.4 mile west of the lock, had depths of 3 to 6 feet (0.9 to 1.8 m) in 1988 and offered dockage with power and water, pump out, ramp, some boat hardware, canoe and boat rentals, water taxi service, pay

phone, picnic area, showers, laundromat, games room, children's playground, bait, tackle and ice. The channel to this marina is marked and the marina reports monitoring VHF Channel 68.

<sup>149</sup> *Double A Marina*, on the east shore 0.2 mile south of the lock, had depths of 4 to 5 feet (1.2 to 1.5 m) in 1988 and offered dockage with power and water, pump out, ramp, repairs, boat hardware, boat and motor sales and service, picnic area, naphtha, bait, tackle, charts, ice, gasoline and diesel fuel. This marina was changing ownership in 1988.

<sup>150</sup> **Current.** — Between Port Severn lock and the highway bridge to the south, the current is normally about 2 knots but is stronger in the spring and after heavy rains.

<sup>151</sup> **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.

<sup>152</sup> **Note.** — For details of the small craft routes and facilities in Georgian Bay from Penetang in the west and along the inshore route to Parry Sound, Killarney and Little Current in the north, see the *Georgian Bay Small Craft Guide*, a companion volume to this Trent-Severn guide.

<sup>153</sup> The open waters and other shores of Georgian Bay are covered by *Sailing Directions, Great Lakes, Volume II*, also published by the Canadian Hydrographic Service.

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