



# Soundings

2010 May issue

## Pictorial Journal

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Lake Simcoe Region of the Trent Severn Waterway

Atherley just before the City of Orillia

Day 1 – depart Cooks Bay, Gilford, ON on Lake Simcoe for Beaverton Yacht Club—  
approx 30 N. Miles

Picture Beaverton Gas Docks in front of the little green building—  
Took our mast down, stored it on the cabin roof.

Day 2—entered the Trent Severn Waterway off Lake Simcoe—travelling upstream  
toward Kirkfield, a summit, where after leaving the lock, the direction of travel

becomes downstream toward Peterborough. Buoys that were formerly left to starboard are now left to port. Because the route is so well marked, it would be very difficult to get mixed up as to which side to leave the buoys.

Trent Severn Waterway Entrance from Lake Simcoe  
First Lock #41 after the Lake Simcoe Entrance Gamebridge--manual Lock:

We stayed overnight at Portage, Lock #39

We received instructions from a fellow traveller that lived on Pigeon Lake, on how to use a sail for cooling our boat's interior.

Two government employees man each lock and operate the manual gates by turning the land-based wheels in the direction they need to either let water in or reduce the lock level.

We purchased a six-day lockage permit, which allows a boater to use as many locks as they want for that time period at \$5.05/foot. Dockage is extra. There are few government moorage spots equipped with hydro and you'll often see boaters travelling with gas-powered generators. Honda makes the quietest. Most commercial marinas supply hydro and have pump-out facilities

Picture—Summer student, employee manning the lock

The route is often narrow with a guaranteed draft of 5'

Day 3—underway to pic of Balsover Lock Speed Limit signage—

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Soundings submission  
deadline for the June  
2012 issue is May 25

Balover's pic of Swing Bridge opens without having to radio the operator. Maximum speed in narrow passages is restricted to all at 10 pH

Picture of Kirkfield at top where starboard buoys change to port buoys

It's difficult for a camera to capture how high the boats are lifted. Kirkfield Lock at top!

Pic of boat entering the Kirkfield Lock—often six or seven boats to a lock  
Video of the Kirkfield Lift Lock: <http://www.youtube.com/watch?v=m9jMT9mm-UM>

One of our bumpers came off while in the Kirkfield Lock and one of the operators had to really stretch himself to retrieve it.

The Trent Severn system is quite remarkable.

Lock #35 is favoured by sailboaters, but we choose to push on to a commercial marina just before Fenelon Falls, Lock #34. We didn't equip Scorpio with a Honda generator and refrigeration meant we should have hydro. The marina where we stayed for two nights is before Lock 34.

There's a restaurant not owned by the marina. However, we preferred making our own meals and the following day called the town taxi and stocked up on groceries, vodka poppers and rum. We met a gentleman who made his own canoe. To the right of the restaurant, a family of about four or five couples, all of who had children; entertained us by watching their parents tow them in tires with their powerboat. Noise was completely absent after 9 pm or shortly thereafter. After staying two nights, and hearing weather reports that didn't sound conducive to having a relaxing return voyage, we elected to slowly retrace our route.

Frosty was quite content to sleep in the forward vee berth and had enough toys to keep himself amused. He's not a water dog and at no time has he wanted to swim. He's content as long as he's able to keep close contact with either Haydn or myself—preferably both at the same time! LOL Interestingly enough, we hadn't come across any marinas that sold diesel. We would need our tank topping up for the trip across Lake Simcoe—as well as a pump out.

The Lakefield Lift Lock is just as interesting going downstream as it was upstream. This time our bumper didn't break loose thankfully. Approaching the lock, it appears the world ends and boats will fall off, never to be seen again. LOL

A pic of a motionless heron caught my eye. What beautiful creatures they are. Obviously, the bird was unaffected by our presence.

Hundreds of huge cottages that line the Trent ...pic cottage with gazebo. Also, fishermen pepper the seaway.

Cottage with Gazebo

Pic of fisherman at entrance to the Waterway after Lake Cameron

Next stop...*Scorpio* docked at Sunset Cove Marina pic.

Unfortunately, the marina's pump out wasn't operational.

The following day we meandered into several shallow pools topped with frogs and lily pads before coming upon the last marina before the system ended...Pic .... Trent Talbot Marina

Watch video showing part of the entrance into the Trent Talbot Marina. It starts with two bleach bottles and ends with a clearing, and not much room for turning around. Reminiscent of the Dueling Banjos...scary place...

<http://www.youtube.com/watch?v=9qpWB3OiKzk>

We were able to get a pump out but no diesel fuel available.

### Gambridge Last Lock Exiting

#### Leaving the Trent Severn Waterway—now on Lake Simcoe

We made the Beaverton Yacht Club in time for one of the owners to drive us to a gas station outside of town to acquire a 5 gallon can of diesel fuel. Sailboats in the club buy small amounts of diesel. Power boats use regular gas. The forecast for the following day looked as though we might miss thunderstorms getting back provided we left before 8 am.

Pic of Leaving Beaverton at 8:03 am—the sky looked dark and forbidding.

Since the holiday started, we gradually built our confidence again that *Scorpio* could handle inclement weather. The wind was on the nose for most of the journey with gradual easing of wind direction and force according to all reports that were received before setting out.

Open water did appear as we neared the turn into Cooks Bay.

As we made the turn into the Bay, the storm clouds followed us. It was hard to see the entrance to the marina, the rain pelted down so hard. The canvas curtains and overhead roof kept us dry.

After tying up, we had a cup of tea.

A thoroughly enjoyable holiday that we'll repeat in 2012 with the addition of going from Cooks Bay to Kingston and possibly moving the boat by water back to Grand Bend?

Frosty took a picture of himself in the car on the way home, reflected in the windshield—he stepped on the camera! LOL Great picture that serendipity supplied.