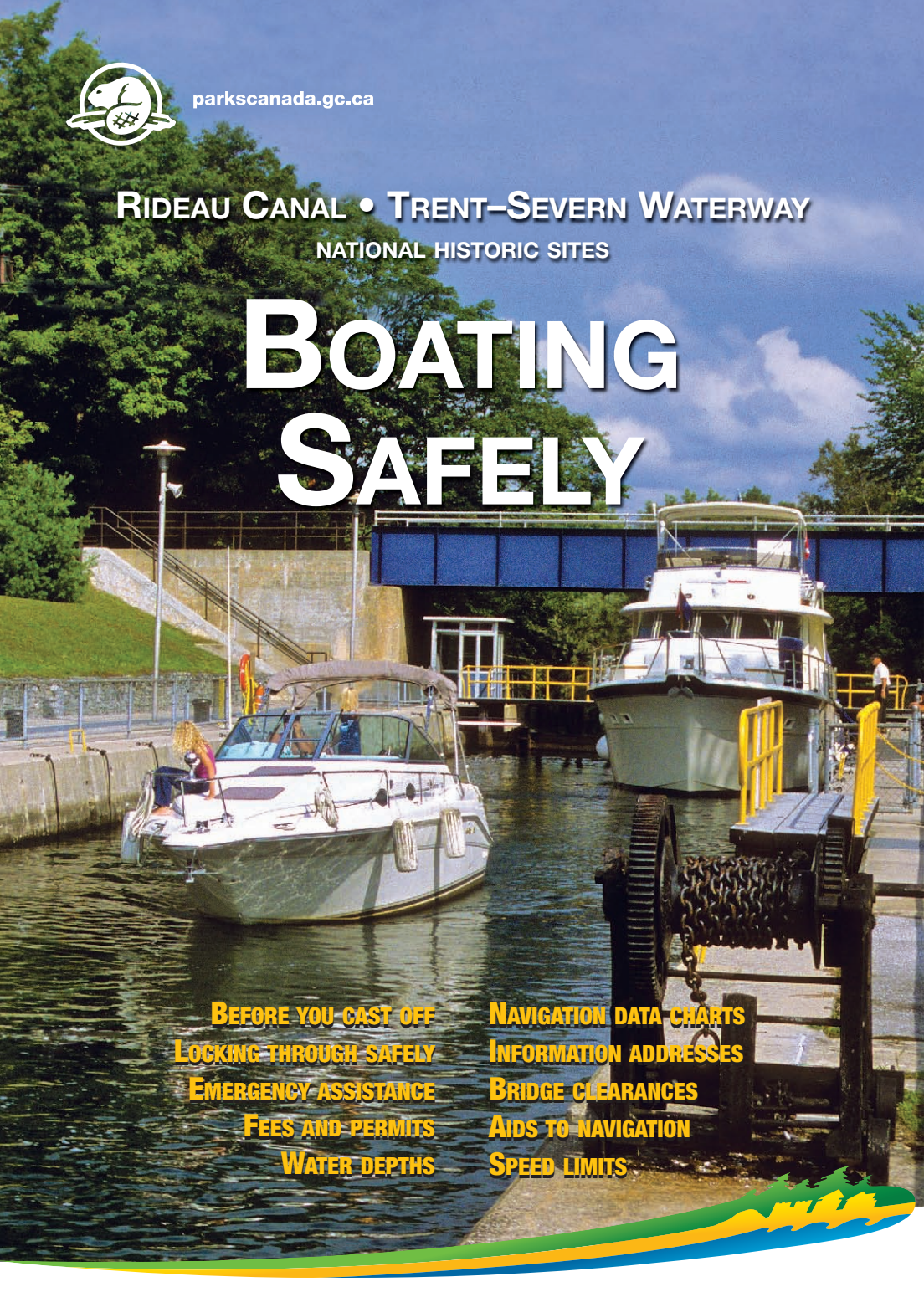
parkscanada.gc.ca

Rideau Canal • Trent–Severn Waterway
National Historic Sites

Boating Safely



- Before you cast off
- Locking through safely
- Emergency assistance
- Fees and permits
- Water depths
- Navigation data charts
- Information addresses
- Bridge clearances
- Aids to navigation
- Speed limits

Parks Canada Parcs Canada

Canada

THE RIDEAU CANAL NATIONAL HISTORIC SITE AND THE TRENT–SEVERN WATERWAY NATIONAL HISTORIC SITE are historic canals operated by Parks Canada, an agency of the Department of the Environment. They are part of a large family of national parks and national historic sites located across the country.

These historic canals are popular waterways that cater to recreational boaters, including canoeists and kayakers, as well as land-based visitors. If you are locking through or just visiting a lock station, the friendly lock staff are available to answer your questions, explain lock operations and offer you further assistance. This guide is designed to help make your passage through the two systems a safe and enjoyable experience.

BEFORE YOU CAST OFF

WIND, WATER AND WEATHER combine to test your skill as a boater. Checking the latest marine weather forecast for your area should always be a priority before heading out on the water.

All Environment Canada weather offices offer a 24 hour-a-day automated telephone service that provides the most recent forecast information. Their locations include:

Ottawa 613-998-3439
Kingston 613-545-8550
Peterborough 705-743-5852
Collingwood 705-446-0711

or check www.weatheroffice.ec.gc.ca. Marine weather forecasts are sometimes included in these messages during the navigation season.

RADIO STATION WEATHER BROADCASTS

MANY COMMERCIAL FM AND AM radio stations along the Trent–Severn Waterway and the Rideau Canal broadcast marine weather forecasts during the navigation season.

WEATHERADIO CANADA is operated by Environment Canada and transmits over three dedicated VHF-FM bands: 162.400 MHz, 162.475 MHz and 162.550 MHz.

CANADIAN COAST GUARD radio stations broadcast on VHF frequencies 161.65 MHz and 161.775 MHz (ch.21B, ch.83B). They also broadcast information on aids to navigation.

LAKE SIMCOE AND LAKE COUCHICHING

Sudden storms are frequent on lakes Simcoe and Couchiching. Every possible caution should be observed before heading out on these two lakes.

MARINE WEATHER WARNINGS

TYPE OF WARNING	CRITERIA
Small Craft Warning	Included in a near shore forecast if winds are forecast to be in the range of 40 to 60 km/hr inclusive or if the possibility of thunderstorms is greater than 50%.
Gale Warning	Issued if winds are forecast to be in the range of 61 to 87 km/hr inclusive.
Storm Warning	Issued if winds are forecast to be in the range of 88 to 117 km/hr inclusive.
Hurricane Force Wind Warning	Issued if winds are forecast to be 118 km/hr or greater.

FOR YOUR SAFETY

Boating search and rescue operations in Ontario are jointly coordinated by the Ontario Provincial Police, the Department of National Defence, the Canadian Coast Guard and other agencies.

Marine VHF distress channel, Channel 16, is not continuously monitored. Shore authorities may therefore not respond to a message sent on this channel.

IN THE EVENT OF AN EMERGENCY, call 911 or *OPP (*677) as well as attempting to contact Marine VHF distress Channel 16, if you are on the Rideau Canal or Ottawa River. If you are on the Trent–Severn Waterway, also call the Rescue Coordination Centre in Trenton at 1-800-267-7270 and report your situation.

Citizen band radio, channel 9, is also open to emergency calls for assistance. The distress call, MAYDAY, indicates that the station sending the signal is threatened by grave and imminent danger and requires immediate assistance. The message, PANPAN, means that the sender requires help on an urgent basis.

ALCOHOL RESTRICTIONS

The rules for operating a boat while impaired are the same as for driving a car. **It is against the law. Anyone convicted of piloting a boat while impaired may lose their driver's licence.** It is also against the law to have a vessel underway while there is any open liquor not stored in accordance with the Liquor Licence Act. It's fine to enjoy a drink but it can only be done in a boat that is equipped with a permanently fitted head (washroom), sleeping accommodations, cooking facilities ***and*** is properly docked or at anchor. Consumption of alcoholic beverages is **not permitted on Parks Canada property**, including docks and picnic areas.

LOCKING THROUGH SAFELY

LOCKS ARE DESIGNED TO RAISE AND LOWER BOATS from one water level to another. They were built, along with a series of dams, to bypass rapids and waterfalls. In some locations, two or more locks are joined together to overcome greater changes in water levels. The Ottawa locks on the Rideau Canal are a good example of these 'flight locks', where eight lock chambers are joined end-to-end.

At Peterborough and Kirkfield on the Trent–Severn Waterway, hydraulic lift locks raise and lower boats in water-filled chambers counter-balanced on huge pistons. At the Big Chute Marine Railway on the Severn River, a three-storey tall carriage transports boats cradled in specially designed slings over a height of land.

Locking through safely on the Trent–Severn Waterway and Rideau Canal involves four basic steps – approaching the lock, entering the lock, what to do once inside the lock chamber and exiting the lock.

Friendly lock staff are available to help make your locking experience an easy and enjoyable one.

APPROACHING THE LOCK

OBEY ANY POSTED SPEED LIMITS between locks or out on the open water. Slow your boat down to a 'no wake' speed. Excessive wake can erode the shoreline, damage docked boats and endanger the safety of others. Keep the channel near the lock gates clear to allow boats departing or entering the lock a safe and easy passage.

When approaching locks or swing bridges, the signal to request to enter the lock or to have the bridge opened is three long blasts of five seconds duration from a whistle, horn or siren.

During a lockage, one or both lock gates may be opened for incoming and departing vessels depending on: the size and number of vessels, proficiency of the vessel operators, or wind and wave conditions. In addition, lock staff will open both lock gates when requested to do so by a vessel operator.

The painted blue strip (blue line) above and below each lock is a temporary holding area for boaters wanting to lock through. Tie up at this blue line only if you wish passage through the lock. To avoid the risk of injury: step slowly, do not jump, from the boat to the dock/wall and only after the boat has stopped. Be cautious of uneven surfaces or 'sink holes' along the canal walls.

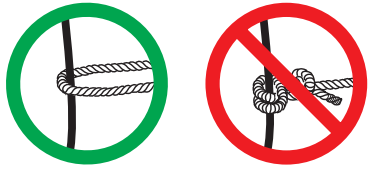
Please be patient if lock staff are not ready to lock you through immediately. They do their best to coordinate upbound with downbound lockages and may have water management duties at nearby dams as a first priority.

ENTERING THE LOCK

IT IS VERY IMPORTANT to remember that during the entire locking through process, you are under the direction of lock operations staff, so please watch for their hand signals, traffic signals or verbal commands.

After the lock gates are opened and departing vessels are clear, lock staff will direct you to enter the lock. At some Trent–Severn Waterway lock stations, a green traffic light is your signal to proceed. Approach the lock chamber cautiously and follow the instructions of staff. Be aware of wind speed, wind direction and possible cross currents. Concentrate on coming in straight and under control, using reverse gear to slow the boat down. As you approach an appropriate position inside the lock, have your crew members ready to loop their vessel lines around the black drop cables. Crew members should wear their PFDs while attempting this manoeuvre; unexpected movement of the vessel could cause them to fall overboard.

Should your vessel get too close to the lock wall, use a boat hook to push yourself off. Never use your hands or feet to fend a moving boat off a lock wall. Your crew (adults if possible) should be posted at the bow and stern of your boat with mooring lines free of knots and ready to use.



DO NOT TIE VESSEL LINES TO THE DROP CABLES.

INSIDE THE LOCK CHAMBER

ONCE YOU HAVE SAFELY POSITIONED YOUR VESSEL inside the lock chamber, and looped the bow and stern lines around the black drop cables, follow these steps:

(These fire safety symbols appear on lock gate signs at the lock station)



- **Turn off all ignition switches (engine, generators etc.). Do not restart or idle your engine during the lockage procedure.**



- **Turn off all open-flame appliances, including pilot lights, gas powered generators and barbeques.**



- **Do not smoke above or below vessel deck.**



- **Leave the bilge blower on throughout the lockage procedure.**

Tend your lines carefully during the lockage. Never leave your bow or stern line unattended. Always be prepared to show your lockage permit to staff or be ready to purchase one from them.

EXITING THE LOCK

When **THE LOCK OPERATION IS COMPLETED** and lock gate(s) are opened, for safety reasons, please do not restart your engine until directed to do so by lock staff. Check to make sure bow and stern lines are back on your boat and please exit slowly. Exit in order if necessary, or as directed by staff, and remember to watch out for winds, currents and other boats.

At some lock stations, and especially at Big Chute on the Trent–Severn Waterway, locking through instructions are often given over a P.A. system. Wait at the blue line until directed to proceed and then follow the operator's instructions. **At swing bridges,** wait until the bridge is fully open before proceeding. Travel slowly, in single file, giving way to vessels travelling downstream.

FEES AND PERMITS

LOCKAGE, MOORING AND CAMPING PERMITS are available for sale at all lock stations. Vessel length is used to calculate fees. Space is available on a first-come, first-served basis. Possession of a valid mooring permit does not guarantee a docking space.

Mooring periods vary at different lock stations and bridge stations. On the Trent–Severn Waterway, boaters may tie up at locks 1-18 for 5 days, but may stay only one night at locks 28, 30, 31, 34 and 42. At all other lock stations, Murray Canal swing bridges, Bridge #50, and on the Rideau Canal, boaters may stay for 2 nights (48 hrs.), unless otherwise posted or indicated by lock staff.

Vessel owners wishing to moor overnight at lock and bridge stations should check in with lock staff upon arrival. Boaters are also responsible for the care of their vessels during the mooring period. Vessels should not be left unattended for long periods of time. Check out time in the morning is 11:00 a.m. on the Trent–Severn Waterway. Boaters must leave the wharf area (wall) by 11:00 a.m. the day following the last permitted mooring night.

Blue lines are often used for additional mooring spaces following the day's last lockage. However, boaters must move their vessels off the blue line before the lock opens the next day.

Rafting of vessels is only permitted at lock and bridge stations from the close of navigation for the day to opening the next morning. Boaters on the wall are not required to accept rafting. Rafted vessels are charged the same mooring fee as vessels on the wall.

Vessels having reached the maximum length of stay on the Rideau Canal cannot return to the same wharf or wall for 24 hours, unless otherwise directed by lock staff. On the Trent–Severn Waterway it is 48 hours.

Vessels towing a boat, regardless of size, with or without an engine, will require a lockage and mooring permit (12 ft min. rate) for the towed craft.

Overnight camping is offered to boaters who arrive by boat and leave by boat. Camping is also permitted for organized cycling and hiking groups at most lock stations, but must be approved in advance. If you choose to camp, be sure to read the camping terms and conditions on the back of the permit. Camping is not available to land-based users with tents or self-contained motor vehicles.

For information on fees & hours, check Website www.parkscanada.gc.ca or see the *Historic Canals Hours of Operation and Fees* brochure, available at all lock stations during the navigation season.

WATER DEPTHS

Water depths on the Trent-Severn Waterway and Rideau Canal are not guaranteed so boaters must know their vessel dimensions and actual draught before planning a trip. Operators should also be aware that the draught of their vessel, when fully loaded and under power, in varied weather conditions and in fresh (vs. salt) water, may differ considerably from its advertised draught. Parks Canada is not liable for any damage caused by deadheads (partially submerged logs/tree trunks) or other floating debris in the channel. However, staff do make every effort to remove obstacles once they become aware of them.

RIDEAU CANAL DEPTH

Under normal conditions, there is a minimum of approximately 1.5m (5') of water in the navigation channel during the navigation season. Vessels, when loaded and under power, should not have a draught that

exceeds available water depth. Operators of vessels whose draught exceeds 1.2 m (4') should contact, in advance, the Water Control Officer, Rideau Canal at 613-283-5170.

TRENT–SEVERN WATERWAY DEPTH

UNDER NORMAL CONDITIONS, there is approximately 2.4m (8') of water in the navigation channel from Lock #1 in Trenton to Lock #19 in Peterborough. Water depth in the navigation channel from above Lock #19 to Lock #45 in Port Severn, approximates 1.8m (6').

Please note, however, that in a few places between Lock #19 and Lock #45, navigation channel water depth may be less than 1.8 m (6'). The operator of any vessel drawing 1.5m (5') or more, who is considering navigating the waterway, should call 705-750-4900.

Water depth in a secondary navigation channel from Sturgeon Lake to Port Perry aproximates 1.22m (4'). Water depth in the Murray Canal, under normal conditions, is 2.7m (9').

BRIDGE CLEARANCES

WHEN BOATING ALONG the Rideau Canal (Kingston to Ottawa), the minimum overhead fixed bridge clearance is 6.7 m (22’). When boating along the Trent–Severn Waterway (Trenton to Port Severn), the minimum overhead fixed bridge clearance is 6.1 m (20’).

BIG CHUTE MARINE RAILWAY

THE MAXIMUM SIZE of vessel which can be transported on the carriage is as follows:

Vessel weight	90 tonnes (99.0 tons)
Length	30.3 m (100')
Beam	7.3 m (24')

Operators whose vessels weigh more than 68 t (75 tons), or have a peculiar hull configuration, or who foresee problems in lifting the hull by sling, should contact Trent–Severn Waterway Headquarters in Peterborough at 705-750-4900.

AIDS TO NAVIGATION

AIDS TO NAVIGATION are devices designed to help boaters identify the navigation channels and determine their position and course. They

also mark the location of hazards and obstructions. They should be used in conjunction with other data (charts, landmarks, Notices to Mariners and other available marine publications) when boating. Historic canal navigation aids conform to the Canadian Aids to Navigation System.

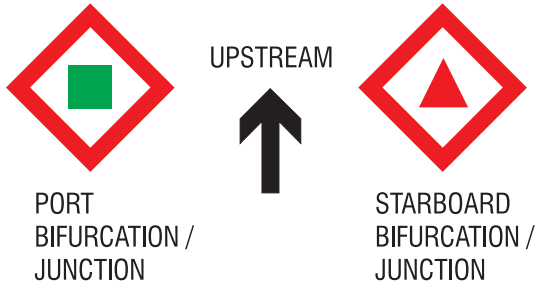
Most of the navigation aids marking the main channels of the Rideau Canal and Trent–Severn Waterway consist of fixed daybeacons and anchored floating lateral buoys. Although there are some lighted aids, the two canals do not operate on a 24-hour basis, and are not maintained as night navigation systems. **Mariners should note that these aids are not under continuous observation so light failures and out of place buoys do occur.** Parks Canada staff appreciate receiving reports of any lights out of operation or buoys off position.

DAYBEACONS



The Starboard Daybeacon is triangular in shape, with a red triangular centre on a white background, and a red reflective border. It is used at lock stations, bridge piers and as a channel marker on shorelines to indicate the starboard (right) side of the channel when proceeding upstream.

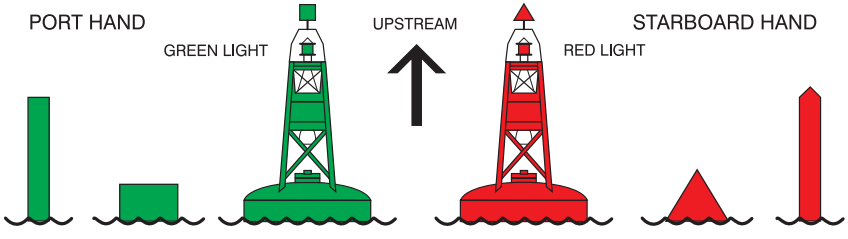
The Port Daybeacon is square, with a black square centre on a



white background, and a green reflective boarder. It is also used at lock stations, bridge piers and as a channel marker on shorelines to indicate the port (left) side of the channel when proceeding upstream.

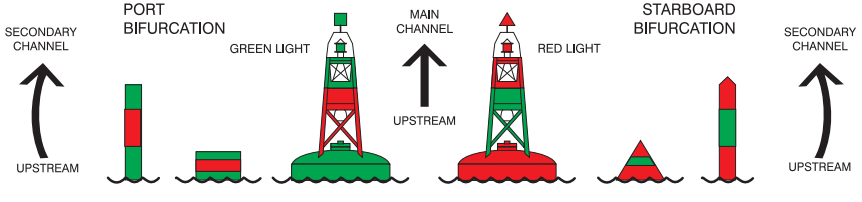
Bifurcation or Junction Daybeacons mark a point where a channel divides and may be passed on either side. When proceeding upstream, the preferred route is to the left of a starboard bifurcation daybeacon, which features a red reflective triangle on a white diamond, with a red border. Similarly, a green reflective square on a white diamond with a red border (port bifurcation daybeacon), indicates that the preferred route is to the right. These daybeacons provide directional assistance when navigating across long reaches (e.g. Rideau Lakes), or at junctions where the main channel may not be clearly defined.

LATERAL BUOYS

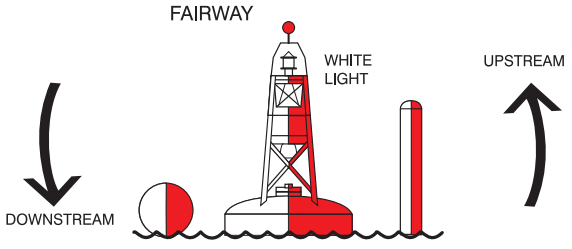


Starboard Hand Buoys are red-coloured with a pointed top, and mark the starboard (right) side of a channel or the location of a danger. They should appear on your starboard side when boating in an upstream direction.

Port Hand Buoys are green-coloured with a flat top, and mark the port (left) side of a channel or the location of a danger. They should appear on your port side when boating in an upstream direction.



Bifurcation Buoys, both starboard and port, mark the points where a navigation channel divides. The top colour on the buoy indicates the correct side on which vessels should pass to stay in the preferred or main channel. When travelling upstream, if the top colour of the buoy is



red, boaters should keep this buoy on their starboard side if they wish to stay in the main channel. If the top colour is green, boaters should keep this buoy on their port side if they wish to stay in the main channel.

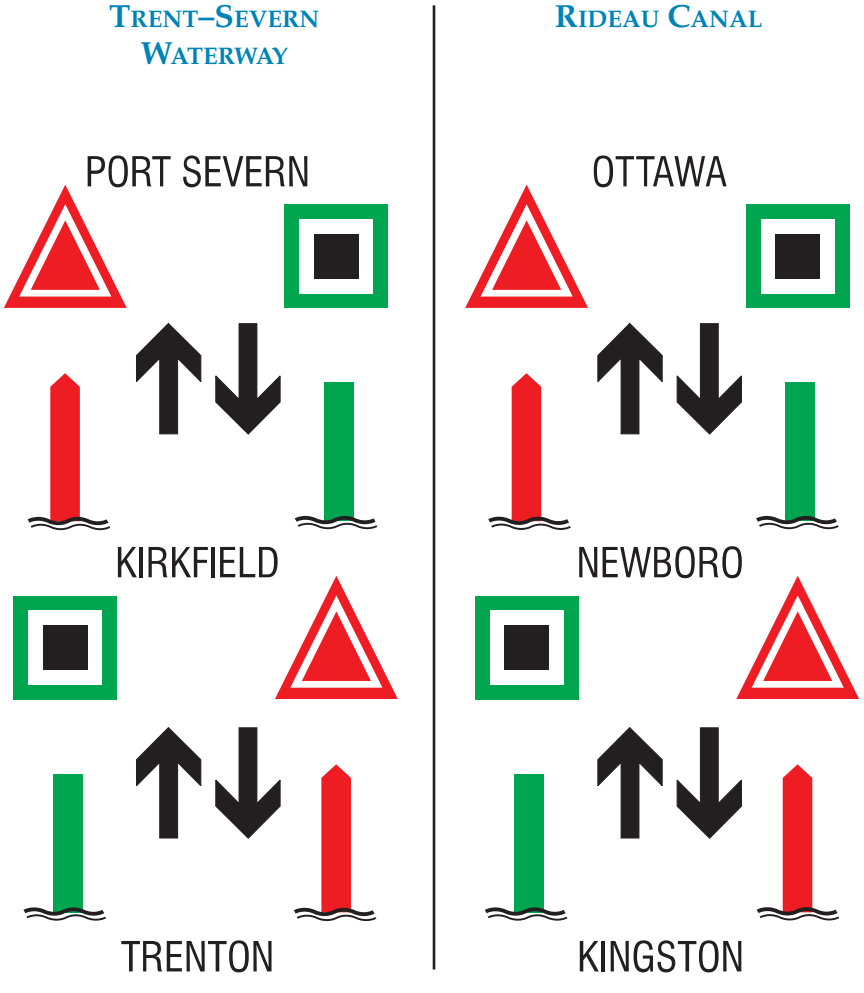
Fairway Buoys are coloured red and white in wide vertical stripes and mark a landfall, channel entrance or the centre of a channel. They may be passed on either side but should be kept to port when proceeding in either direction.

BUOYAGE REVERSAL

THE SUMMIT of the Rideau Canal is at Newboro. Water flows downstream to Kingston and Ottawa from here in opposite directions. As a result, the red and green buoys will be on opposite or reverse sides of the channel after you pass through Newboro Lock in either direction.

Balsam Lake is the summit of the Trent–Severn Waterway. Water flows downstream to Lake Ontario and Georgian Bay from here in opposite directions. As a result, the red and green buoys will be on opposite or reverse sides of the channel after you pass through the Kirkfield Lift Lock in either direction.

To avoid confusion, consider the following **rule for navigating** the Rideau Canal and Trent–Severn Waterway. **Red buoys on your right when going upstream.** The diagram on page 12 should further clarify how the buoys and beacons will appear.



NAUTICAL CHARTS

BOATERS SHOULD CARRY AND NAVIGATE WITH UP-TO-DATE NAUTICAL CHARTS (www.charts.gc.ca). Most charts are marked with latitude and longitude coordinates based on horizontal datum NAD83, however some charts may be based on NAD27 (remember to adjust your GPS unit accordingly).

On the Rideau Canal, nautical charts may be purchased at most lockstations or at the Friends of the Rideau Depot in Merrickville. On the Trent–Severn Waterway, navigation charts may be purchased at:

Lock #1 Trenton
Lock# 36 Kirkfield Lift Lock
Lock #18 Hastings
Lock #42 Couchiching
Lock #45 Port Severn
TSW Headquarters (Peterborough)

Nautical charts, guides and other publications are available (including by mail) from the Trent–Severn Waterway or Friends of the Rideau (see page 15 for addresses).

HISTORIC CANALS REGULATIONS

Every boater should read and be familiar with canals regulations. There are a number of activities that are prohibited or restricted at a canal. These are not limited to, but include:

- no excessive noise between 11:00 p.m. and 6:00 a.m.;
- no fishing within 10 metres of a lock or approach wharf or fishing from a bridge over a navigation channel;
- no diving, jumping, scuba-diving or swimming in a navigation channel or within 40 metres of a lock gate or a dam;
- no water-skiing or towing activities while in a navigation channel;
- pets are to be restrained at all times by a leash or contained in an enclosure. Please 'stoop and scoop' and ensure proper disposal in a receptacle.

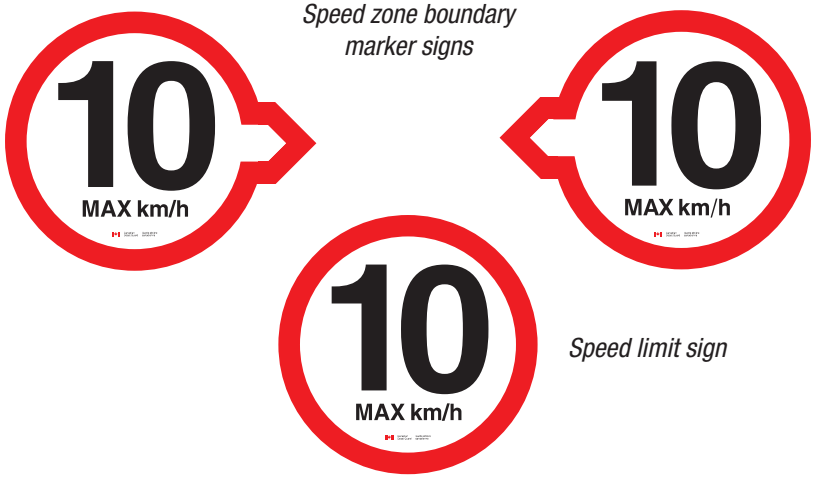
For a copy of the Historic Canals Regulations, refer to contact information on page 15.

SPEED LIMITS

In an effort to protect the environment, shoreline property owners and the safety of all boaters, over 75 speed limit zones have been established along the navigation channels of the Trent–Severn Waterway and Rideau Canal. All zones are posted with signs and regulated under the Boating Restriction Regulations, part of the Canada Shipping Act.

There are two types of signs—the boundary markers (arrow signs) which identify the beginning and end of a speed zone, and speed limit signs (circles), which remind boaters to obey the speed limit while they are in the zone. Both types of signs are either posted on the shoreline, on structures, or are attached to floating white buoys adjacent to the navigation channel.

Police officers patrol speed limit zones and may charge boaters found exceeding the speed limit. Where posted on the two canals, the speed limit is normally 10 km/hr (6 mph).



Speed zone boundary marker signs

Speed limit sign

WATCH YOUR WAKE

Boat wake or wash is a major problem along the Rideau Canal and the Trent–Severn Waterway. Damage to private property, the natural environment and other vessels continues to occur. Various areas along the Rideau Canal are signed as 'no wake' zones.



No wake symbol

As a boat operator, you should be aware of the speeds at which your boat produces a maximum and minimum wake. When travelling through a 'no wake' zone, or cruising close to shore, in narrow channels, near other boats, swimmers or docks, operate as close to dead slow as possible while maintaining control of your vessel.

INFORMATION ADDRESSES

To help plan your trip, the Trent–Severn Waterway and the Friends of the Rideau carry a full range of publications and other useful guides. Whether it is history, the environment, marina facilities, guidebooks/manuals, or videos, they can fill that special order. All revenue from sales is used to support historic canals programs and services.

To receive information on items available for sale or to become a member, contact one of their offices listed below.

Nautical charts, guides and other publications

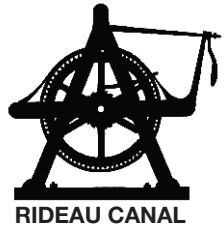
Trent-Severn Waterway
2155 Ashburnham Drive, PO Box 567
Peterborough ON K9J 6Z6
Telephone: 705-750-4900
Fax: 705-742-9644
www.parkscanada.gc.ca/trent

Friends of the Rideau
1 Jasper Avenue
Smiths Falls ON K7A 4B5
Telephone: 613-283-5810
Fax: 613-283-2884
www.rideaufriends.com



TRENT–SEVERN WATERWAY

A World Heritage Site



RIDEAU CANAL

Canal information for Ontario and Quebec - contact Parks Canada

Telephone: 1-888-773-8888 www.parkscanada.gc.ca

TRENT–SEVERN WATERWAY FACTS

• Water depth in navigation channel	2.4 m (8') Locks 1 – 19 1.8 m (6') Locks 20 – 45 (see section on water depths)
• Operational length & width of locks	25.4m (84')L x 7 m (23')W at Lock #45, Port Severn
• Minimum overhead (bridge) clearance	6.1 m (20')
• Length of waterway	386 km (241 miles)
• Year complete waterway opened	1920
• Highest lift (of a lock)	19.8 m (65.4') Peterborough Lift Lock
• Peak navigation season	July and August
• Speed limit zones	Yes, 10 km/hr (see section on speed limits)
• Number of locks	44
• Number of lock stations	42
• Approximate travel time	5-7 days (one-way trip of waterway)

RIDEAU CANAL FACTS

• Water depth in navigation channel	1.5 m (5') (see section on water depths)
• Operational length and width of locks	27.3 m (90')L x 8.5 m (28')W
• Length of canal	202 km (126 miles)
• Total length of artificial cut	19 km (12 miles)
• Year canal opened	1832
• Highest lift (of a lock)	7.9 m (26') Smiths Falls Combined
• Peak navigation season	July to mid-August
• Speed limit zones	Yes, 10 km/hr (see section on speed limits)
• Number of locks	47 (includes 2 Tay Canal locks)
• Number of lock stations	24
• Approximate travel time	3-5 days (one-way trip of canal)

No Wake !



FINES

Historic Canals Regulations

Section 8:	
Failure to comply with a posted sign –	$100
Section 11(2):	
Alter or destroy a natural resource –	$200
Section 30(a):	
Operating a vessel in a manner that endangers persons or property –	$200
Section 30(b):	
Failure to control wake resulting in danger to the safety of persons or property –	$200

Boat wake and wash is a major problem along the Rideau Canal and Trent–Severn Waterway. While cruising close to shore, in narrow channels, near other boats, swimmers and docks, operate as close to dead slow as possible while maintaining steerage and control of your craft.



Trent–Severn Waterway Data Chart

KM (MILES)	DESCRIPTION	USABLE LENGTH METRES (FEET)	MIN. WIDTH METRES (FEET)	AVG. LIFT METRES (FEET)	BRIDGE CLEARANCE METRES (FEET)*	CHART NO.
0.0 (0.0)	Veterans Skyway Bridge, Trenton				8.5 (28.0)	2021
0.5 (0.3)	J.D. MacDonald Bridge				7.8 (25.6)	
0.6 (0.4)	C.N.R. Swing Bridge					
1.4 (0.9)	C.P.R. Bridge				13.2 (43.3)	
2.8 (1.7)	C.N.R. Bridge				9.3 (30.5)	
2.9 (1.8)	**LOCK #1, TRENTON**	**46.9 (154.0)**	**9.7 (32.0)**	**5.4 (17.6)**		
3.6 (2.2)	Highway 401 Bridge				7.5 (24.5)	
3.9 (2.4)	**LOCK #2, SIDNEY**	**46.9 (154.0)**	**9.7 (32.0)**	**6.1 (20.0)**		
6.0 (3.7)	Glen Miller Bridge				6.7 (22.0)	
6.2 (3.9)	**LOCK #3, GLEN MILLER**	**46.9 (154.0)**	**9.7 (32.0)**	**8.2 (27.0)**		
8.3 (5.2)	**LOCK #4, BATAWA**	**46.9 (154.0)**	**9.7 (32.0)**	**5.5 (18.0)**		
10.3 (6.4)	**LOCK #5, TRENT**	**46.9 (154.0)**	**9.7 (32.0)**	**5.5 (18.0)**		
11.7 (7.3)	**LOCK #6, FRANKFORD**	**46.9 (154.0)**	**9.7 (32.0)**	**4.9 (16.0)**		
12.3 (7.6)	Frankford Bridge				6.7 (22.0)	
22.2 (13.8)	**LOCK #7, GLEN ROSS**	**46.9 (154.0)**	**9.7 (32.0)**	**3.0 (10.0)**		
22.3 (13.9)	**BRIDGE #7, GLEN ROSS SWING BRIDGE**					
22.5 (14.0)	C.N.R. Swing Bridge					
40.7 (25.3)	**LOCK #8, PERCY REACH**	**46.9 (154.0)**	**9.7 (32.0)**	**6.0 (19.6)**		
42.5 (26.4)	**LOCK #9, MEYERS**	**46.9 (154.0)**	**9.7 (32.0)**	**4.9 (16.0)**		
45.0 (28.0)	Ontario Hydro Bridge				8.8 (29.0)	
45.0 (28.0)	**LOCK #10, HAGUES REACH**	**46.9 (154.0)**	**9.7 (32.0)**	**7.3 (24.0)**		
47.8 (29.7)	**LOCK #11/12, RANNEY FALLS**	**46.9 (154.0)**	**9.7 (32.0)**	**14.6 (48.0)**		
47.9 (29.8)	**BRIDGE #11, RANNEY FALLS SWING BRIDGE**					
50.1 (31.1)	Campbellford Bridge				6.7 (22.0)	
51.8 (32.2)	**LOCK #13, CAMPBELLFORD**	**46.9 (154.0)**	**9.7 (32.0)**	**7.0 (23.0)**		
54.2 (33.7)	**LOCK #14, CROWE BAY**	**46.9 (154.0)**	**9.7 (32.0)**	**7.6 (25.0)**		
58.2 (36.2)	**LOCK #15, HEALEY FALLS**	**46.9 (154.0)**	**9.7 (32.0)**	**6.6 (21.8)**		
58.2 (36.2)	**BRIDGE #15, HEALEY FALLS SWING BRIDGE**					
58.8 (36.5)	**LOCK #16/17, HEALEY FALLS**	**46.9 (154.0)**	**9.7 (32.0)**	**16.5 (54.0)**		
59.8 (37.1)	Healey Falls Bridge				6.7(22.0)	2022
69.8 (43.4)	Trent River Bridge				6.7(22.0)	
82.3 (51.1)	**LOCK #18, HASTINGS**	**46.9 (154.0)**	**9.7 (32.0)**	**2.7 (9.0)**		
82.3 (51.1)	**BRIDGE #18, HASTINGS SWING BRIDGE**					
83.6 (52.0)	C.N.R. Swing Bridge					
91.7 (57.0)	Entrance to Rice Lake					
111.0 (69.0)	Mouth of Otonabee River					
123.2 (76.6)	Bensfort Bridge				7.7 (25.4)	
129.3 (80.4)	Wallace Point Bridge				7.7 (25.4)	

140.6 (87.3)	Otonabee River Bridges				7.7 (25.4)	
142.8 (88.7)	**LOCK #19, SCOTTS MILLS**	**37.2 (122.0)**	**9.7 (32.0)**	**2.4 (8.0)**		
143.0 (88.8)	Lansdowne St. Bridge, Peterborough				6.7 (22.0)	
143.1 (88.9)	C.N.R. Swing Bridge					
144.5 (89.5)	**LOCK #20, ASHBURNHAM**	**36.6 (120.0)**	**9.7 (32.0)**	**3.7 (12.0)**		**2023**
144.2 (89.6)	**BRIDGE #24, MARIA ST. SWING BRIDGE**					
144.4 (89.7)	C.P.R. Swing Bridge					
145.0 (90.1)	**LOCK #21, PETERBOROUGH LIFT LOCK**	**42.4 (139.0)**	**9.7 (32.0)**	**19.8 (65.0)**		
145.8 (90.6)	Norwood Road Bridge				7.2 (23.4)	
146.5 (91.0)	**BRIDGE #27, WARSAW RD. SWING BRIDGE**					
150.1 (93.2)	Nassau Mills Bridge				6.7 (22.0)	
150.2 (93.3)	C.N.R. Swing Bridge					
150.3 (93.4)	Trent University Foot Bridge				8.5 (28.0)	
151.7 (94.3)	**LOCK #22, NASSAU MILLS**	**36.6 (120.0)**	**9.7 (32.0)**	**4.3 (14.0)**		
152.6 (94.8)	**LOCK #23, OTONABEE**	**36.6 (120.0)**	**9.7 (32.0)**	**3.7 (12.0)**		
155.1 (96.4)	**LOCK #24, DOURO**	**36.6 (120.0)**	**9.7 (32.0)**	**3.7 (12.0)**		
156.6 (97.3)	**LOCK #25, SAWER CREEK**	**36.6 (120.0)**	**9.7 (32.0)**	**3.0 (10.0)**		
158.9 (98.7)	**LOCK #26, LAKEFIELD**	**36.6 (120.0)**	**9.7 (32.0)**	**4.8 (15.7)**		
159.3 (99.0)	Lakefield Bridge				7.2 (23.5)	
168.0 (104.4)	Youngs Point Bridge				6.7 (22.0)	
168.1 (104.5)	**LOCK #27, YOUNG'S POINT**	**45.7 (150.0)**	**9.7 (32.0)**	**2.2 (7.3)**		
181.7 (112.9)	Burleigh Falls Bridge				9.4 (31.0)	
181.8 (113.0)	Lock #28 Foot Bridge				7.3 (24.0)	
181.8 (113.0)	**LOCK #28, BURLEIGH FALLS**	**37.8 (124.0)**	**9.7 (32.0)**	**7.3 (24.0)**		
184.7 (114.8)	**LOCK #30, LOVESICK**	**36.6 (120.0)**	**9.7 (32.0)**	**1.1 (3.5)**		
194.1 (120.6)	Buckhorn Bridge				6.7 (22.0)	
194.2 (120.7)	**LOCK #31, BUCKHORN**	**31.4 (103.0)**	**9.7 (32.0)**	**3.5 (11.5)**		
213.5 (132.7)	Chemung Lake Causeway Bridge				6.7 (22.0)	2024
209.5 (130.2)	Gannon Narrows Bridge				6.7 (22.0)	
221.6 (137.7)	Bobcaygeon Bridge				6.7 (22.0)	
222.4 (138.2)	**BRIDGE #35, BOBCAYGEON SWING BRIDGE**					
222.4 (138.2)	**LOCK #32, BOBCAYGEON**	**47.2 (155.0)**	**9.7 (32.0)**	**1.6 (5.4)**		
238.2 (148.0)	Sturgeon Point					2025
	STURGEON POINT TO PORT PERRY SECTION					
251.4 (156.2)	Wellington St. Bridge				4.5 (14.9)	2026
251.6 (156.3)	Lindsay St. N. Bridge				3.8 (12.6)	
251.6 (156.3)	**LOCK #33, LINDSAY**	**36.6 (120.0)**	**9.7 (32.0)**	**2.1 (7.0)**		
252.4 (156.8)	Rainbow Foot Bridge				3.7 (12.0)	
253.0 (157.2)	C.N.R. Bridge				9.6 (31.5)	
254.1 (157.9)	Scugog River Bridge (Lindsay St. S.)				4.3 (14.1)	
256.0 (159.1)	Scugog Bridge (Hwy. #7)				3.7 (12.1)	
294.5 (183.0)	Port Perry					
247.2 (153.6)	Fenelon Falls Bridge				7.8 (25.7)	2025
247.2 (153.6)	Lock #34 Foot Bridge				7.3 (24.0)	
247.2 (153.6)	**LOCK #34, FENELON FALLS**	**36.6 (120.0)**	**9.7 (32.0)**	**7.2 (23.6)**		
247.8 (154.0)	C.N.R. Swing Bridge					

247.2 (153.6)	**LOCK #34, FENELON FALLS**	**36.6 (120.0)**	**9.7 (32.0)**	**7.2 (23.6)**		
247.8 (154.0)	C.N.R. Swing Bridge					
252.9 (157.2)	**LOCK #35, ROSEDALE**	**45.7 (150.0)**	**9.7 (32.0)**	**1.2 (4.0)**		
254.2 (158.0)	Rosedale Bridge				6.7 (22.0)	
254.4 (158.1)	Entrance to Balsam Lake (Highest point on the Waterway 256.3 m (841.0 ft) above mean sea level)					
265.9 (165.2)	Victoria Road Bridge				6.7 (22.0)	
268.5 (166.8)	Mitchell Lake Bridge				7.4 (24.2)	
272.6 (169.4)	**LOCK #36, KIRKFIELD LIFT LOCK**	**42.4 (139.0)**	**10.1 (33.0)**	**14.9 (49.0)**		
278.4 (173.0)	Canal Lake High Arch Bridge				8.6 (28.1)	
282.0 (175.2)	**BRIDGE #43, BOLSOVER SWING BRIDGE**					
284.6 (176.9)	**BRIDGE #44, BOUNDARY ROAD SWING BRIDGE**					
284.9 (177.0)	**LOCK #37, BOLSOVER**	**36.6 (120.0)**	**9.7 (32.0)**	**6.6 (21.7)**		
286.5 (178.1)	**LOCK #38, TALBOT**	**36.6 (120.0)**	**9.7 (32.0)**	**4.3 (14.0)**		
286.8 (178.2)	Durham Road 50 Bridge				6.7 (22.0)	
289.1 (179.6)	**LOCK #39, PORTAGE**	**36.6 (120.0)**	**9.7 (32.0)**	**4.0 (13.0)**		
289.8 (180.1)	**LOCK #40, THORAH**	**36.6 (120.0)**	**9.7 (32.0)**	**4.3 (14.0)**		
290.9 (180.7)	**LOCK #41, GAMEBRIDGE**	**36.6 (120.0)**	**9.7 (32.0)**	**3.0 (10.0)**		
290.9 (180.8)	Gamebridge Bridge				6.7 (22.0)	
292.4 (181.7)	C.N.R. Bridge				6.9 (22.7)	
293.1 (182.2)	**BRIDGE #50, LAKESHORE ROAD SWING BRIDGE**					
293.2 (182.2)	Entrance to Lake Simcoe					
318.0 (197.6)	Atherley Narrows Bridge				7.0 (22.8)	2028
318.1 (197.7)	C.N.R. Swing Bridge					
335.2 (208.3)	Muskoka Road Bridge				6.7 (22.0)	
336.6 (209.1)	C.N.R. Swing Bridge					
337.8 (209.9)	**LOCK #42, COUCHICHING**	**47.2 (155.0)**	**9.7 (32.0)**	**6.2 (20.2)**		
337.8 (209.9)	Couchiching Lock Bridge				9.4 (31.0)	
342.4 (212.7)	**BRIDGE #57, HAMLET SWING BRIDGE**					**2029**
357.9 (222.4)	C.N.R. Bridge				10.4 (34.0)	
361.2 (224.5)	**LOCK #43, SWIFT RAPIDS**	**36.6 (120.0)**	**9.7 (32.0)**	**14.3 (47.0)**		
367.0 (228.1)	C.P.R. Bridge				10.2 (33.6)	
374.1 (232.5)	**LOCK #44, BIG CHUTE MARINE RAILWAY**	**30.5 (100.0)**	**7.3 (24.0)**	**17.7 (58.0)**		
387.1 (240.6)	**LOCK #45, PORT SEVERN**	**25.6 (84.0)**	**7.0 (23.0)**	**3.7 (12.0)**		
387.1 (240.6)	**BRIDGE #60, PORT SEVERN SWING BRIDGE**					
387.1 (240.6)	Entrance to Georgian Bay					

*Bridge clearance heights are based on normal navigation season water levels. Variations to a bridge clearance may occur due to a fluctuating water level.

MURRAY CANAL

The Murray Canal, connecting Presqu'ile Bay with the Bay of Quinte, is approximately 8 km long. There are two highway swing bridges (Brighton Road Swing Bridge and Carrying Place Swing Bridge), and one railway swing bridge spanning the canal. A swing fee is collected by the Bridgemaster on the east side of the Brighton Road Swing Bridge. Water depth in the canal is 2.7 m (9'). The distance from Twelve O'Clock Point on the Bay of Quinte to Trenton is 4.8 km (3 mi.).

Rideau Canal Navigation Data

Kilometres (miles) from Ottawa	Description (Locks & Bridges)	Lift of Lock metres (feet)	Bridge Clearance metres (feet)	Small Craft Navigation Chart No.	Boat Launch Ramp*
0 (0)	Ottawa River, Ottawa	At chart datum, Ottawa R. is 40.8 m(134ft.) above Geodetic Datum			
0 (0)	**OTTAWA LOCKS #1- 8, IN FLIGHT**	**24.1 (79)**		**1512 #1**	
0.3 (0.2)	Bridge - Plaza - Fixed		7.9 (25.6)		
0.6 (0.4)	Bridge - Mackenzie King - Fixed		8.2 (26.6)		
0.9 (0.5)	Bridge - Laurier Ave. - Fixed		8.2 (26.6)		
1.6 (1.0)	Bridge - Foot Bridge - Fixed		8.2 (26.6)		
2.4 (1.5)	Bridge - Queensway - Fixed		7.1 (23)		
2.6 (1.6)	Bridge 1 - Pretoria Ave. - Vertical Lift		3 (10) closed; 7 (22.7) open		
4.5 (2.8)	Bridge - Bank St. - Fixed		8.8 (28.5)		
5.5 (3.4)	Bridge - Bronson Ave. - Fixed		6.7 (22)		
6.7 (4.2)	**HARTWELLS LOCKS #9- 10, IN FLIGHT**	**6.6 (21.6)**			
8.2 (5.1)	Bridge - Heron Rd. - Fixed		8.5 (27.6)		
8.4 (5.2)	**HOGS BACK LOCKS #11- 12, IN FLIGHT**	**4.2 (13.8)**			X
8.4 (5.2)	Bridge 4 - Hogs Back - Swing		2.9 (9.4)		
11.9 (7.4)	Bridge - CNR high level - Fixed		9.5 (30.8)		
13.5 (8.4)	Bridge - Hunt Club - Fixed		>16.0 (>50)		
15.0 (9.3)	**BLACK RAPIDS LOCK #13**	**2.9 (9.5)**	**CAUTION - SKI RAMP NEAR 16.0 (10.0)**		
16.0 (10.0)	Park - Echo Lands				X
23.3 (14.5)	**LONG ISLAND LOCKS #14- 16, IN FLIGHT**	**7.6 (24.9)**		**1512 #2**	
23.5 (14.6)	Bridge 5 - Long Island - Swing		1.1 (3.6)		
25.9 (16.1)	Manotick Public Wharf				X
26.0 (16.2)	Bridge - Manotick High Level - Fixed		6.7 (22)		
36.5 (22.7)	Bridge - Kars High Level - Fixed		6.7 (22)		
37.4 (23.3)	Kars Public Wharf				X
39.9 (24.8)	Park - W.A. Taylor Conservation Area				X
44.6 (27.7)	Park - Baxter Conservation Area				
46.7 (29.0)	Bridge - Hwy 16 High Level - Fixed		6.7 (22)		
49.9 (31.0)	Channel to Kemptville**		3.4 (11)**		
50.9 (31.6)	Park - Rideau River Provincial				X
52.1 (32.4)	Bridge - Becketts High Level - Fixed		6.7 (22)		
64.0 (39.8)	**BURRITTS RAPIDS LOCK #17**	**3.2 (10.5)**		**1512 #3**	
65.1 (40.5)	Bridge 9 - Burritts Rapids - Swing		3.2 (10.4)		
69.4 (43.1)	**LOWER NICHOLSONS LOCK #18**	**2.0 (6.5)**			
69.7 (43.3)	**UPPER NICHOLSONS LOCK #19**	**4.3 (14.1) TOTAL LIFT**			
69.7 (43.3)	Bridge 10 - Upper Nicholsons - Swing		3.6 (11.7)		
70.5 (43.8)	**CLOWES LOCK #20**	**2.3 (7.5)**			

69.7 (43.3)	Bridge 10 - Upper Nicholsons - Swing		3.6 (11.7)			
70.5 (43.8)	**CLOWES LOCK #20**	**2.3 (7.5)**				
73.2 (45.5)	Bridge - Merrickville - C.P.R. - Fixed		11.9 (39)			
73.8 (45.9)	**MERRICKVILLE LOCK #21**	**2.6 (8.7)**				
74.0 (46.0)	**MERRICKVILLE LOCK #22**	**3.0 (10)**				
74.2 (46.1)	**MERRICKVILLE LOCK #23**	**7.6 (24.9) TOTAL LIFT**				
74.2 (46.1)	Bridge 11 - Merrickville - Swing		2.9 (9.5)			
74.7 (46.4)	Lion's Park - Merrickville				X	
86.7 (53.9)	**KILMARNOCK LOCK #24**	**0.7 (2.3)**				
86.7 (53.9)	Bridge 13 - Kilmarnock - Swing		1.8 (6)			
92.7 (57.6)	**EDMONDS LOCK #25**	**2.8 (9.2)**			**X**	
95.4 (59.3)	Bridge - C.P.R. Railway - Fixed		9.1 (30)			
95.4 (59.3)	**OLD SLYS LOCKS #26- 27, IN FLIGHT**	**4.9 (16.1)**				
95.6 (59.4)	Bridge 15 - Old Slys - Swing		2.2 (7.1)			
96.8 (60.2)	Bridge - Beckwith Street - Fixed		7.9 (26)			
96.8 (60.2)	**SMITHS FALLS COMBINED LOCK #29A**	**7.6 (25.6)**	**REPLACES OLD LOCKS 28- 30**			
97.0 (60.3)	Victoria Park - Smiths Falls					
97.4 (60.5)	Bridge 19 - Abbot Street - Swing		1.9 (6.2)			
97.4 (60.5)	**SMITHS FALLS DETACHED LOCK #31**	**2.6 (8.5)**			**X**	
97.5 (60.6)	Bridge - C.N.R. - Bascule	Permanently in swung open position				
102.2 (62.8)	**POONAMALIE LOCK #32**	**2.2 (7.2)**		**1513 #1**	**X**	
103.0 (64.0)	Entrance to Lower Rideau Lake					
107.5 (66.8)	Diversion to Tay Canal	Tay Canal to Perth (total length 9.8 km)				
110.4 (68.6)	Tay Canal Entrance - Lower Rideau Lake					
110.7 (68.8)	**LOWER BEVERIDGES LOCK #33**	**3.6 (12)**			**X**	
110.9 (68.9)	Bridge - Beveridges - Fixed		6.7 (22)			
114.0 (69.2)	**UPPER BEVERIDGES LOCK #34**	**7.0 (22.9) TOTAL LIFT**				
119.6 (74.3)	Last Duel Park, Wharf - Perth				X	
119.8 (74.4)	Bridge - Craig Street, Perth - Fixed		2.1 (7)			
120.2 (74.7)	Bridge - Beckwith Street, Perth - Swing		1.6 (5.2)			
120.2 (74.7)	Bridge - Drummond Street, Perth - Fixed		2.9 (9.5)			
120.4 (74.8)	Perth Basin - Public Wharf					
120.5 (74.9)	Bridge - Gore Street, Perth - Fixed		2.7 (9)			
110.6 (68.7)	Rideau Ferry Yacht Club Conservation Area				X	
111.5 (69.3)	Public Dock, Oliver's Landing, Rideau Ferry					
111.7 (69.4)	Bridge 26 - Rideau Ferry - Fixed		8.0 (26.0)	Entrance to Big Rideau Lake		
119.4 (74.2)	Park - Murphys Point Provincial Park				X	
123.1 (76.5)	Diversion to Portland			1513 #2		
126.8 (78.8)	Colonel By Island (Livingston Island)					
133.6 (83.0)	Portland Public Wharf	Channel to Portland wharf on south shore of Big Rideau Lake			X	
133.6 (83.0)	Park - John McKenzie, Portland				X	
132.4 (82.3)	**NARROWS LOCK #35**	**0.8 (2.6)**	**ENTRANCE TO UPPER RIDEAU LAKE**			
132.4 (82.3)	Bridge 27 - The Narrows - Swing		1.2 (3.9) Summit Level 124.36 m above MSL			
133.9 (83.2)	Diversion to Westport			1513 #2,3		
140.8 (87.5)	Westport Public Wharf					
140.2 (87.1)	Bridge - Newboro High Level - Fixed		8.2 (27)			
140.8 (87.1)	**NEWBORO LOCK #36**	**2.7 (8.9)**	**SUMMIT OF THE RIDEAU CANAL SYSTEM**			

140.7 (87.4)	Newboro Public Wharf				X
146.0 (90.7)	Ferry- cable (auto/foot)			1513 #3	
148.2 (92.1)	Bridge - C.N.R. High Level - Fixed		9.1 (29.5)		
148.7 (92.4)	**CHAFFEYS LOCK #37**	**3.4 (11.2)**			**X**
148.7 (92.4)	Bridge 30 - Chaffeys - Swing		1.8 (5.9)		
152.0 (94.5)	**DAVIS LOCK #38**	**2.7 (8.9)**			
158.4 (98.4)	Bridge - Officers Quarters - Fixed		7.0 (22.7)		
159.0 (98.8)	**JONES FALLS LOCK #39**	**4.2 (13.7)**		**1513 #4**	
159.2 (98.9)	**JONES FALLS LOCKS #40- 42, IN FLIGHT**	**17.4 (57.1) TOTAL LIFT**			
161.4 (100.3)	Diversion to Morton	Channel to Morton Dam on Morton Creek			
165.6 (102.9)	Morton Dam				
166.2 (103.3)	Diversion to Seeleys Bay	Channel to Seeleys Bay village and wharf			
167.2 (103.9)	Seeleys Bay Public Wharf				
170.0 (105.6)	Bridge 36 - Brass Point - Swing		1.2 (3.9)		
176.5 (109.7)	**UPPER BREWERS LOCKS #43- 44, IN FLIGHT**	**5.9 (19.4)**			
177.0 (110.0)	Bridge - Sunbury Rd. - Fixed		6.7 (22)		
179.3 (111.4)	Bridge 39 - Lower Brewers - Swing		1.3 (4.2)		
179.3 (111.4)	**LOWER BREWERS (WASHBURN) LOCK #45**	**4.0 (13.1)**			
195.0 (121.2)	Bridge 41 - Kingston Mills - Swing		2.3 (7.5)	1513 #5	
195.0 (121.3)	**KINGSTON MILLS LOCK #46**	**3.0 (9.8)**			
195.2 (121.3)	**KINGSTON MILLS LOCKS #47- 49, IN FLIGHT**	**13.7 (45.0) TOTAL LIFT**			
195.2 (121.3)	Bridge - C.N.R. High Level - Fixed		8.2 (26.6)		
196.0 (121.8)	Bridge - Hwy 401 - Fixed		6.7 (22)		
202.1 (125.6)	Kingston Lasalle Causeway***		4.3 (14)***		
	Bascule Bridge - Lift***		0.6 (2)***		
	Lake Ontario		At chart datum L. Ontario is 74 m (242.8 ft.) above IGL Datum		

*Additional boat launch ramps can be found at private marinas.
**Kemptville Creek is shallow; Kemptville bridge clearance 2.1 m (6.8 ft).
***Small craft requiring up to 4.3 m (14 ft.) vertical clearance may pass through La Salle Causeway by using small boat channels at its **eastern end.**

Phone the Rideau Canal at 1-613-283-5170 for more information.

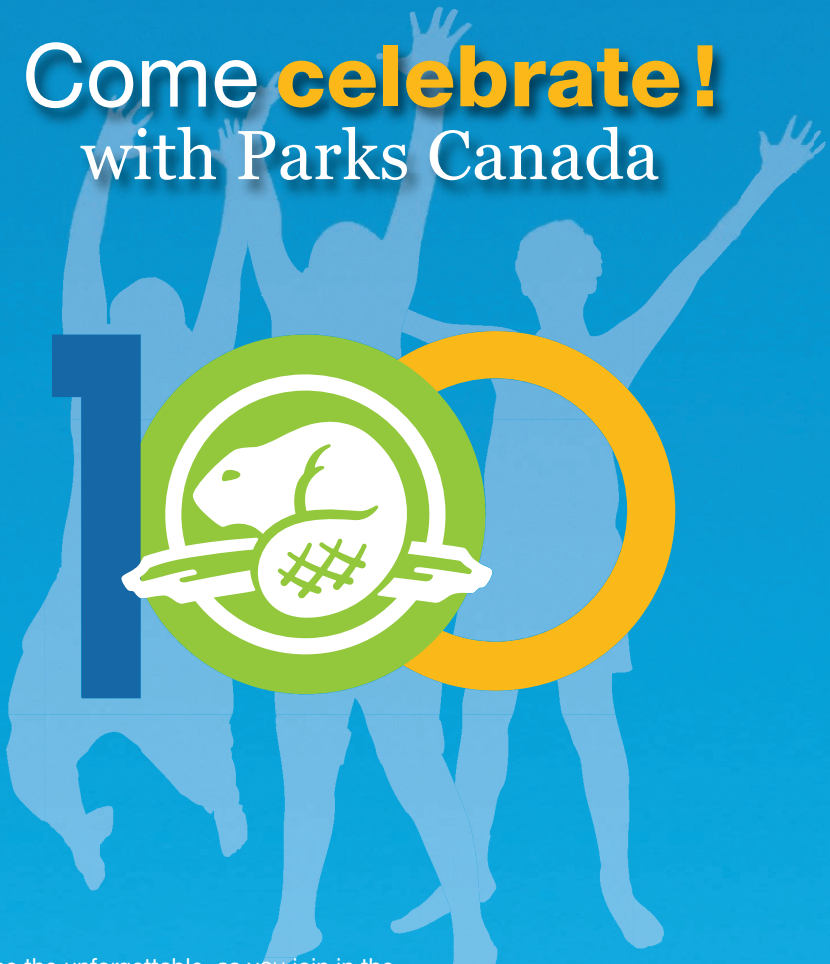
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