

Trawler Talk

By Ken and Karen Schuler

In a communication with a customer of ours, we found out that they had completed an interesting boat trip in Canada and we asked them to share some details of their excursion. We are presenting their story here. This is the second part. Part one was published in the May issue of Boats & Notes. It is also posted on our website under Trawler Talk.

This Triangle Trip involved traveling just over 300 miles in three weeks from their home port of Kingston, Ontario down the St. Lawrence Seaway to the Old Port of Montreal in the Province of Quebec, then from Montreal up the Ottawa River to the City of Ottawa, Canada's capital, and back to Kingston on the Rideau Canal. This route is known as the "Triangle" because of its shape and is a frequent side trip for boaters doing the Great Loop.



Ken and Karen Schuler

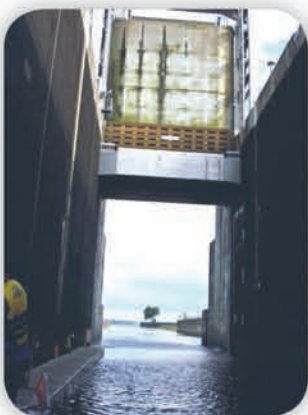
2007 Triangle Trip Onboard Liaison

By Hal & Jan Linscott

Part Two

Carillon Locks to the Cities of Ottawa and Hull

Tuesday, September 4 - After spending the night below the Carillon Lock we continue our trip up the historic Ottawa River passing through the guillotine lock.



Carillon Lock

There are a number of pretty villages and marinas on either side of the river but we continue on, needing to make some distance after several leisurely days. We pass by the historic Montebello Hotel and marina on the Quebec side of the river which only days earlier had been the site of the North American Summit between President Bush, Prime Minister Harper of Canada and President Calderone of Mexico. During the summit, security had been very tight and the river subject to being closed to boat traffic. After an eight hour day and approximately 52 nautical miles we arrive at Hull, Quebec just across the river from the City of Ottawa

where we stay at the Hull Marina.

Visiting Hull and Ottawa

Wednesday, September 5 - The Hull Marina is a full service marina, with helpful staff, gated access, barbecues and a lovely view of Ottawa, Canada's national capital and the Canadian Parliament Buildings on the other side of the river. A public boat ramp can be observed from our dock and as we watch amphibious tour buses take to the water we wonder what the tourists on board would think if they knew that several years ago an amphibious bus of a different design had sunk nearby with loss of life. After breakfast on board, we lift the engine hatch in the salon and check water intake and fuel filters and fluid levels - all are fine.

It is now time to enjoy a walking tour of the Hull waterfront and downtown Ottawa. We walk across the Alexander Bridge from Hull to Ottawa and visit the locks at the start of the Rideau Canal to see what we will be transiting tomorrow morning. We then walk past the Parliament Buildings, the Canadian equivalent of Capital Hill in Washington, and down the street to the Supreme Court of Canada Building where we take a brief tour. Walking several blocks we arrive at the Spark Street Mall and visit several shops before enjoying lunch at a street side patio. After lunch we head for the Byward Market a 15 - 20 minute walk where we shop for food and then back to Hull and the boat.

Rideau Canal - Ottawa to Kingston

The Rideau Canal lies between Ottawa and Kingston, a 125 mile water route comprised of a system of lakes and rivers connected by 49 locks. The canal was constructed in the five year period between 1827 and 1832 by Colonel John By, a British military officer, to provide an alternative military water supply route to western Ontario should hostilities between Great Britain and the United States cut off the St. Lawrence River. In 2007 the canal, together with the military fortifications at Kingston, were declared a UNESCO world heritage site.

Thursday morning we are up bright and early and take the short boat trip across the Ottawa River to the foot of the Rideau Canal, where we wait for the lock masters to arrive and the locks to open. We had hoped that our early arrival would mean the first lockage would start at the bottom of the eight locks where we were docked, rather than having to wait for upstream boats to lock down first, but it was not to be. However, our turn arrives and we lock up the eight locks with one other small boat. Locking through in our bow thruster equipped 31' Camano is a relatively relaxed experience for two people.

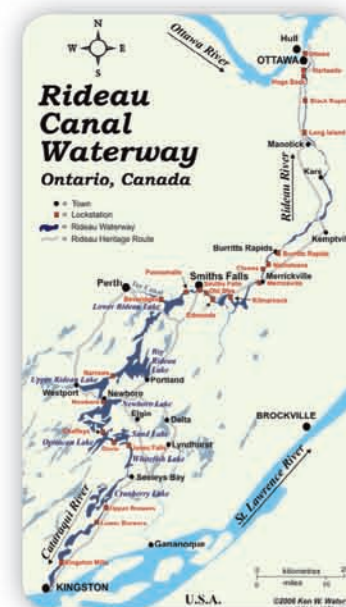
Moving slowly into a lock, the stern is placed against the side of the lock adjacent to a mooring cable around which a line is looped by the "deckhand", who ties it to a cleat temporarily and then moves forward to loop a bow line against a forward mooring cable. The bow thruster is used as necessary to keep the bow against the lock wall so the "deckhand" can take their time moving safely forward to a nearby mooring cable, at which point the engine is turned off and the skipper moves to the stern line.

Leaving the eight flight locks, we slowly motor through the beautiful Ottawa downtown initially surrounded by large buildings which transition into residential neighborhoods with walking and biking routes on both sides of the canal. In the four miles to the next lock, we pass under 8 bridges only one of which must be raised to allow us to pass under. Passing through Dow's Lake we lock through Hartwell Locks, a double lock, and the Hog's Back Lock, another double lock, continuing to Black Rapids Lock where we tie up at the "grey-line" docks which indicate where boaters may stay overnight. Black Rapids Lock is one of only several on the Rideau Canal that are not manually operated by the lockmasters using the winch and cable design from when the canal was first build in the 1830's.

Black Rapids Lock to Poonamalie Lock

We are staying overnight on the docks at Black Rapids in order to visit family members who live nearby in Ottawa. Black Rapids is still within urban Ottawa near the airport and no sooner are we tied up and enjoying a cold beer on the flybridge of the boat but we are entertained by the Snow Birds, a Canadian military acrobatics team, which is practicing for an upcoming air show. The Snow Birds put on an entertaining but loud show. We have purchased two season's passes, one to use the lock system and a second that allows us to dock overnight at the grey docks at all 49 locks on the way to Kingston and we plan to make good use of both over the next 10 days as we travel back home to Kingston.

Friday, September 7, we leave Black Rapids Lock around 8:30 am, having enjoyed a pleasant dinner and evening with family. Our trip today lasts just over 4 hours of engine time and we pass by the river communities of Manotick, Kars and Kemptville, arriving at the village of Burritt's Rapids. Our trip has taken us through only 3 locks at Long Island and this section of the Rideau Canal is very much a river with beautiful



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homes and cottages in many areas and pastoral farm fields in others. We tie up to the overnight dock at the Burritt's Rapids Lock and decide to take advantage of the fact that shore power is available here, although not included in our season's dock pass and therefore an additional \$8.00. Many of the overnight docks at the canal locks do not have shore power as it was felt this would put them in competition with privately owned marinas, although that is slowly changing particularly in areas where there is no nearby marina. Today is an extremely hot and humid day and shore power will allow us to run our air conditioning. Unfortunately, for some reason the air conditioning will not work and we fall back on that other method of cooling down on a hot day - a swim followed by a cool drink.

Saturday is a beautiful sunny day and the humidity is gone, so we decide to stay put and explore the nearby village of Burritt's Rapids a ten minute walk away and to admire its historic buildings as well as the ice cream at the village store. We have not taken bicycles with us on our boating trips, but the beautiful countryside of the Rideau Canal makes us wish we had so that our explorations could be a bit further than on foot allows. Something for our Christmas list or for the annual January Toronto boat show.

Sunday morning we go for a jog followed by a refreshing swim and cast off just before 10 am. We are headed for one of our favorite places on the Rideau, but it has meant making some difficult choices not to stop overnight at either Merrickville or Smith Falls which we will pass on the way. Merrickville is a beautiful village with many historic buildings, lots of restaurants and shops lining the main streets - a very popular destination for people visiting from Ottawa. Smith Falls with a population of 9000 is half way between Kingston and Ottawa and has a lovely waterfront and nearby downtown. It is the headquarters for the Parks Canada Rideau Canal administration and the site of the Rideau Canal museum. Our trip to Poonamalie will take us through 16 locks and a fairly long day, although much of it at the locks as our engine clock only shows 4 hours of running time.

Poonamalie Lock to Chaffey's Locks

The Poonamalie Lock is located on a canal that was cut around a section of the Ottawa River at which a dam and weir are located that control the water levels of the Lower and Big Rideau Lakes that lie to the south west. The lock and canal are off the beaten path and at night there is no one around other than at the lock master's house and other boaters. In the early evening we share the overnight dock with one other boat, but after dinner they leave to return to their nearby marina and we have the place all to ourselves to enjoy a star filled sky. As we admire the night time sky we marvel at how much shorter the days are in early September compared to our other favourite time for boating in late June, just before the busy summer boating season starts, and when daylight is at its longest. We are amused when we realize how much longer we sleep when on the boat in the longer nights of the fall than in early summer.

Monday morning, September 10 we depart Poonamalie with our destination Colonel By Island on the Big Rideau Lake. Today's trip will see us move from a river and canal environment into a series of lakes joined by short interconnecting canals and locks. We are still "locking up" in elevation from a low point in Ottawa but in several days will reach the watershed point at Newboro, at which point we will start to descend until we reach Kingston and the St. Lawrence River. Shortly after leaving Poonamalie we enter Lower Rideau Ferry Lake, a shallow but pretty lake that takes us past the village of Rideau Ferry and into Big Rideau Lake. In the late 60's and early 70's Rideau Ferry had a popular summer dance hall that one of the author's of this article remembers with nostalgia.

Big Rideau Lake is a beautiful large lake with many islands and lots of bays for boaters to visit and anchor. It is a deep lake, as much as 300' in a few areas and its cool waters provide excellent lake trout fishing. Our destination is the overnight docks at Colonel By Island which is owned by Parks Canada. However for many years it was privately owned - used first as summer pasture and later as a fishing resort and then as a private summer residence by a New Yorker who is reputed to have hosted such folks as Paul Anka, Fanny Bryce and David McNevin. After tying up at the dock and

taking advantage of our season's mooring pass, we walk around the island admiring the boarded up summer residence and dilapidated but still in use tennis court.

We depart the island Tuesday morning and lock through the Narrows Lock into Upper Rideau Lake on our way to the village of Westport for lunch and to do grocery shopping. On our way to Westport we see something we have never seen before, several flocks of up to 70 loons gathering together presumably in advance of migrating south at a later point in the fall. We have spent our summers on the many lakes of Ontario canoeing, camping and backpacking before growing up and starting to boat and are therefore used to the beautiful sight and sound of loons but never before have we seen more than a pair and their young together at one time. From afar we stop to admire and take pictures, not wanting to approach too closely and disturb such a unique gathering.

After our visit to Westport, we pass through the Newboro Locks on our way to Chaffey's Locks which is three lakes away. Newboro is the highest point on the Rideau Canal and from here to Kingston we will be descending. This means that rather than entering a lock at its lowest water level and going up, we will be entering the lock at its highest level and then going down. Our experience is that entering a lock at its highest level is more challenging as the water level within the lock can be within several inches of the top of the lock wall, so that the boat is riding very high and it can be difficult to lean out of the boat and attach a line around the lock mooring cables, particularly in high winds. It is also difficult to fend off the lock wall, so proper fender placement is important. As always, the lock master and staff are helpful in making sure everyone locks through safely.

Initially we had planned to stay at the overnight docks at Newboro but strong winds were expected and from past experience we knew that it would be a rough overnight stay so after some debate we decided to press on to the more sheltered docks at Chaffey's, hoping that the predicted thunder storm would hold off until after our arrival, which it did.

Chaffey's Lock home to Kingston

Chaffey's is a beautiful village with several marinas and a number of summer resorts. Since the late 19th century it has been a popular fishing destination for families who would stay at one of the resorts and go fishing with one of the guides. While fishing guides are still available, most of today's fishermen rely on their own skills and modern technology such as fish finders and GPS to catch the big one but Chaffey's remains a popular summer destination. Tying up at the overnight dock beside the lock, we take advantage of the available shore power. After dinner we go for a walk through the village and through the grounds of one of the resort landmarks, the Opinicon Hotel.

Wednesday we travel from Chaffey's to the village of Jones Falls where we stay overnight at the lock docks and enjoy dinner out at the Hotel Kenney, another resort on the Rideau. The hotel, which has been in the same family for several generations, is now up for sale as the current owners are getting to the point where retirement is approaching and younger family members have not followed in the hotel business.

This is a challenge faced by many of the traditional Rideau Canal resorts including the Opinicon at Chaffey's Locks. There are four locks at Jones Falls built by Colonel By, as well as a dam over 60 feet high that is now almost 180 years old.



Dam at Jones Falls



Liaison at Kingston Mills

Thursday and Friday we continue our leisurely pass through the remainder of the Rideau Canal arriving at Kingston Mills where we pass through the last 4 locks in the system and into the Cataraqui River which several miles downstream connects with Lake Ontario at Kingston. The last

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7 locks have been traversed in heavy winds and the weather forecast is for winds from the south up to 30 mph so we debate whether to continue to our home port of Portsmouth Olympic Harbour at Kingston or stay overnight at the protected Kingston Mills lower dock. Caution wins out over a desire to get home and we settle into the dock at Kingston Mills.

The next morning the sun is out and the winds have died down. As we enjoy breakfast, a number of rowing shells from the Kingston Rowing Club appear.

After breakfast we take the hour long trip to our homeport of Portsmouth Olympic Harbour, Kingston. It has been a great three week trip from Kingston down the St. Lawrence River to Montreal, from there up the Ottawa River to Ottawa and then down the Rideau Canal system back to Kingston - we have completed the "triangle" trip, our longest trip on Liaison to this point.



Kingston Rowing Club

Editor's Note: While looking for content for this month's issue of Boats & Notes I ran across this article. I thought it might be interesting to share. This is just part of the article, but I'll let you pick it's real origin.

Indiana Mascot May have Riverment Origins

It first came into general usage in the 1830s. John Finley of Richmond, Indiana wrote a poem, The Hoosier's Nest, which was used as the "Carrier's Address" of the *Indianapolis Journal*, January 1, 1833. As it came into common usage, the debates about the term's origin began.

Jacob Piatt Dunn would be the most serious historian looking into the origin of the term "Hoosier" as a term used to describe citizens of Indiana.

Some folkloric etymologies

Frontier banter

This idea suggests the term was a greeting. When approaching a man's home in those early frontier days, you shouted from afar, "Hello, the cabin!" to avoid being shot. The inhabitants would then shout back "Who'sh 'ere?" (who's there). As it got slurred together over time, the country folk came to be called Hoosiers.

A variant of this story combines "Who's" and "your", such as in "Who'sh yer 'pa?". Additionally, the poet James Whitcomb Riley facetiously suggested that the fierce brawling that took place in Indiana involved enough ear biting that the expression "Whose ear?" was common enough to be notable.

Pugilistic boatmen

Indiana rivermen were so spectacularly successful in trouncing or "hushing" their adversaries in the brawling that was then common that they became known as "hushers." Mr. Hoosier's men

One possible origin of the term "Hoosier" comes from the construction of the Louisville and Portland Canal

A contractor reportedly named Samuel Hoosier preferred to hire workers from Indiana during the construction of the Louisville and Portland Canal (1826-1831) in Louisville. His employees became known as "Hoosier's men" and finally just "Hoosiers."

Source-Wikipedia



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