

**Follow along with us as we cruise onboard our
56' Ocean Yacht.**

Somewhere on the Water

Our Great Loop

Trent Severn Waterway lock 15 Healy Falls to Lock 18 Hastings

Monday, July 7, 2025

Day 41 (28th day of cruising)

Welcome! Glad to have you here!

9:51 am, we left Healy Falls and went right into our first lock of the day (only a few hundred yards away). We had a little trouble with our radios again. Mark thinks it has something to do with our WIFI interrupting the signal, so he has been shutting it off while we are locking.

The first lock is a flight. Locks 16 & 17. As you exit 16, you go straight into 17 with a shared door and step up a second elevation before exiting, totaling 54' of elevation. This is the second flight. You may remember that locks 11 & 12 were also a flight.

Fun Fact:

First proposed a hydraulic lift lock similar to the one in Peterborough. It was later decided to construct a flight lock instead.

<https://parks.canada.ca/lhn-nhs/on/trentsevern/visit/posteeclusage-lockstation/ecluse-lock-16-17-healeyfalls>

One detail I omitted from the video, but would like to address here, concerns an incident that occurred during our docking last night. Upon our arrival, another vessel was already moored at the dock, and its crew came out to assist with our lines—a common and appreciated practice. Over the five years we have owned *Valkyrie*, Mark and I have completed numerous dockings together. When he issues an instruction, I carry it out promptly. As captain, he has evaluated the conditions and depends on his crew to execute his directives so that he can maneuver *Valkyrie* safely to the dock, particularly when wind or current presents additional challenges.

When the captain specifies that a line should be secured to a particular cleat or bitt, that is the procedure to follow. It is not the responsibility of the person on shore to question or override those directions. Once the vessel is safely secured, the captain can make any necessary adjustments to the lines to accommodate *Valkyrie* and nearby boats. If another boater prefers not to share a cleat, that issue can be resolved **after** the vessel is properly moored. I will not deviate from the established docking plan based on unsolicited input from individuals who are unfamiliar with the handling characteristics of *Valkyrie* or the captain's intentions.

Lock 18, 1 ½ hours / 15 miles away, which is cruised at slow no-wake, is not a high elevation, and has a swing bridge.

We called the lock before arriving. We asked if they could see the wall and if there was space for us. Because of the swing bridge, the attendant did not know. Upon arrival, the doors were closed, but it was a short delay, and in no time, we were locking through.

Lock 18 is a concrete dam and a railway pier.

The boats did not seem to be lined up very efficiently here on this wall.

We squeezed in because Mark is a good captain, but people seem to come, dock at their convenience, without the forethought of what other vessels might be coming in to dock as well. Nebo is helpful in regards to seeing where boaters are, allowing us to guess where boaters might be docking, so we can strategically place ourselves where we think we can fit. Talking with the lock attendants is also a huge help in determining where to overnight.

There are no services here, meaning no electricity or water hookup at Hastings.



1:20 pm – engines off. Valkyrie is tied to the free wall in Hastings, on the high. Silver lining is here, as well as Escape. We met Vicki & Jerry back at Sylvan Beach, NY.

Mark had a quiet afternoon on the fly bridge. There is a nice breeze here.

I worked this afternoon, painted my toenails, and organized some photos & video clips for the next video. I noticed a hiccup with my photos. When transferring the footage off the camera cards, the time stamp changes. I don't know why or how to fix it. The timestamp is helpful when editing videos. Unfortunately, this will add additional time to the process.

We are having sloppy joes and salad for dinner and then going for a walk around Hastings. Hastings has a couple souvenir shops, a bowling alley, a few restaurants. There is a marina across the river which is an option to staying at the free lock wall.



The boat behind us complained about our generator exhaust. Apparently, it also bothered the boat that was docked behind us last night, and shared that information with the boats at this dock/wall. I wish they had just told us. We are all grown-ups here, and we understand that everyone has the right to be comfortable on their boat. It was easily remedied by shutting it down.

We run the generator 2 hours in the morning and 2 hours at night, primarily to charge our batteries but also to cook, run a/c, and any other system needed, for example, the water heaters, and in the morning coffee maker. When it is 90's outside, it is 90 degrees inside, so being able to run the a/c would have been nice so we could cool our bedroom down. We did the considerate thing and shut it off. In the meantime, we were curious about it because we swam behind the boat last night and never smelled a thing, plus we have owned the boat for 5 years, and no one has ever mentioned that the fumes were troublesome. Go figure.

How a lock works

Boats travel the Trent-Severn Waterway through several different types of locks. This lock is one of the 37 conventional locks on the system, which act as steps in a water staircase raising boats to 82 metres (597 ft.) from Lake Ontario to Balsam Lake, and then lowering them down 80 metres (263 ft.) to Georgian Bay.

The basic operation of a conventional lock is very simple:

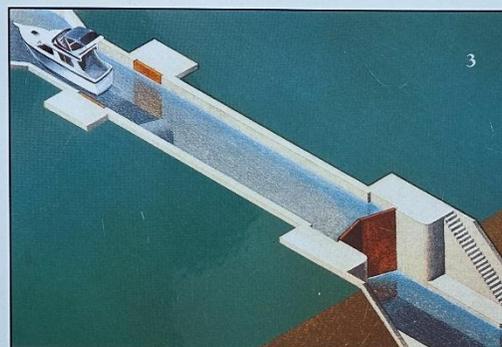
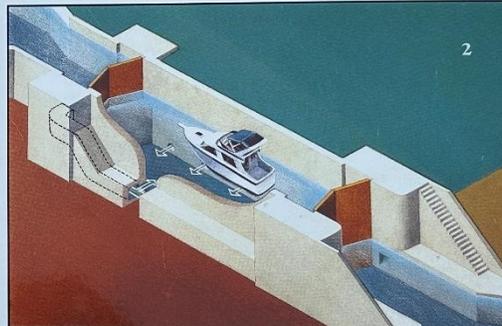
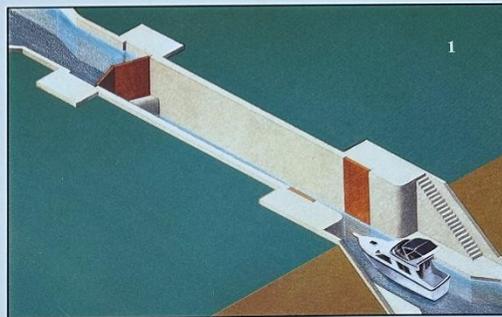
- 1 The water in the lock has been emptied through the lower valves, and is now at the same level as the lower reach where our boat waits. The lower lock gates have been opened to prepare for the lockage.
- 2 The boat enters the lock, and the lock gates close forming a watertight chamber. The upper valves are opened, allowing water from the upper reach to flow by gravity into the lock. Our boat floats upwards as the lock fills.
- 3 When the water is at the same level as the upper reach, the upper gates are opened, and our boat continues upstream. The lock is now ready to lower boats heading in the other direction.

Simple! No pumps are needed, it's all done by valves and gravity.

While the same basic principles apply at every conventional lock, operating mechanisms and lock designs can differ. Originally, all the lockstations had gates and valves that were operated manually. Some remain this way but others have been updated and mechanized for operation at the push of a button. Lock staff will be glad to explain which type of system their lock uses.



 Environment Canada Environnement Canada
 Canadian Parks Service canadien



Trent-Severn Waterway

Daily Summary:

Departed from @ 9:51 am

Arrived at Lock 18 Hastings @ 1:20 pm

Hours traveled: 3 hrs 29 mins total for the day

Nautical Miles Traveled: 14.47 for the day (720.65 total miles)

Average Speed 4.2 knots

Weather: cloudy, muggy, low 80's

Anchorage/mooring/marina review: Very nice area. Not a lot of wall space, 3 fit nicely. Use of bathrooms if needed. Clean water to swim.

#of locks we went through: 3 (48 total locks)

 **YouTube** <https://youtu.be/k1bvcYcCW6Q>

That is a wrap for this update!



Time is unrenewable and tomorrow is never promised so do it before you can't!

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