

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

# *Somewhere on the Water*

Our Great Loop  
Trent Severn Waterway, Peterborough to Lakfield, Ont

Wednesday, July 9, 2025

Welcome! Glad to have you here!

By 8:00 am, there were 4 boats lined up to get through lock 20, where we overnighted. We, of course, wanted to be the first to go through since we were on the lock wall but we were not sure if that was going to happen. Not since TSW Lock 1 have we been at a lock for a morning opening, and we were not sure if the same procedure for that lock was the same for every lock, meaning, was a lock attendant going to come down and assign an order of entry.



The goal was to get through to Lakefield and overnight on the free wall there, but by 9 am, there were 7 or 8 boats lined up to get into this lock so we had to wait and see how the day went.

The first lock opens at 9 am. Mark spoke with the lock attendant last night, and he told Mark that it takes time to drain the lock, so the first opening would not be until 9:15 – 9:20 am.

I was very anxious this morning about the day. Yesterday, we got a lot of flak about Valkyrie's exhaust. Today was the day for the first hydraulic lift lock, the boats were hovering over the lock entrance, which means us, and due to the heat, I did not sleep well. I don't function well in heat and humidity, and there was no electricity to run the a/c.

The first lock of the day, lock 20, was very hard. It is already 90 degrees out, and the lock was crowded with boats next to us and behind us, so

there was no room for error. The water's current kept pushing Valkyrie off the wall, so I had to pull hard on the line to keep the stern from drifting too far off and into the boat on our starboard side. In addition to that, it was a slow fill, making the duration of time we spent in the lock long. By the end of the lock, I was sweating. Did I mention that someone has already complained about our exhaust?! When Mark started the engines, a Seadoo rider who was behind us, also waiting for the lock said something about needing to move away from our exhaust.

Next up...the infamous, historic lock 21, the highest hydraulic lift lock in the world! Thankfully, it went well. We were first in the bathtub, the ride was swift, smooth, and high! 65' high.



For many years, the lock's dual lifts were the highest [hydraulic](#) boat lifts in the world, raising boats 65 ft (20 m). This was a considerable accomplishment in the first years of the 20th century, when conventional locks usually only had a 7 ft (2.1 m) rise. The Peterborough Lift Lock was designated a [National Historic Site](#) in 1979,<sup>[1][2]</sup> and was named an [Historic Mechanical Engineering Landmark](#) by the [American Society of Mechanical Engineers](#) in 1987.<sup>[3]</sup>

The Trent-Severn has a similar hydraulic lift lock, the [Kirkfield Lift Lock](#), at its summit near [Kirkfield](#), with basins of the same dimensions, but which has a smaller vertical lift. Wikipedia

The lift lock runs on gravity and counterweight, no power. You can read more about how it works on Wikipedia.

[https://en.wikipedia.org/wiki/Peterborough\\_Lift\\_Lock](https://en.wikipedia.org/wiki/Peterborough_Lift_Lock)

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10:05 am – We went through lock 20 and the infamous lock 21.

Did I mention that the lady who was behind us in lock 20 and during the short distance to lock 21 complained about our exhaust and requested to go around us once we departed lock 21?! Yup, she did and she did.

This portion of the channel is narrow and not very deep so it was difficult to find a place to ease over to let her pass. She put the hammer down and sped passed us, leaving a wake in her path, and coincidentally enough... at 10:17 am, shortly after she passed us – We hit something; we could not see anything, but it was a good hit. We slowed to an even slower crawl than the no-wake speed we were cruising. Everything seemed to sound the same and run the same. Hopefully, no damage was done. We think that maybe the other boat stirred something up from the bottom.

10:30 am We pass by Trent University, but not without some more drama. Mark backed down hard on the engines. He said something pushed Valkyrie off to the side. Not sure what. It is very shallow, very rocky. Maybe a stabilizer fin got caught up in something? It was a very narrow passage and no room to maneuver. He continued forward, slower than slow, and again prayed no damage was done.

Thankfully, the next two locks went smoothly. Lock 23 was a slow fill, much like the first lock of the day, but thankfully, the current was not too strong and we had no one beside us.

Lock 24 was tricky! We lost Jerry and Vicky. We met them back in New York and today they were in our locking group. They tied up to the wall here at this lock. Mark is concerned that they had an issue because the boat spun out, did a 90-degree turn, and he backed down pretty hard, which appeared sudden and unplanned.

12:50 pm we came out of lock 25 and there was a group of Seadoosers waiting their turn to go in, all ladies, out on a daytime outing together.

Lock 25 was also tough, holding the boat against the wall. It was a portside layup, like lock 20.



Finally, 1:30 pm – engines off tied to the highside free wall at lock 26 in Lakefield. Mark had spoken with a couple of lock attendants throughout the day to get a feel for how busy this lock wall was. If time allows, the lock attendants will call ahead for you to get a status. As we came out of the lock, we noticed that many of the boats tied up had a lot of wasted space in between. The boat in front of us, the lady who complained about our fumes, and passed us with the enormous wake pulled along the wall in front of us, leaving Mark to believe there would not be enough room for Valkyrie, but thankfully, there was, and we were able to glide right in between a couple of boats and tie up securely.

2:00 pm – Mark went under the boat to check for damage from our earlier incidents. Mark said everything was fine, no damage.

Dinner was salmon and salad. After dinner, we walked downtown Lakefield. Very cute. It was after closing time for the stores, but several looked adorable, and if open, I would have gone in.



Our view



We saw white geese!



There is a marina in Lakefield as an option rather than tying up to the free lock wall. - FYI

## *Daily Summary:*

Departed from Peterborough, Ont @ 9:00 am

Arrived at Lakefield, Ont @ 1:30 pm

Days cruised: 30 Days on the loop: 43

Hours traveled: 4hrs 30 mins total for the day

Nautical Miles Traveled: 8.38 for the day (764.42 total miles)

Average Speed 1.9 knots

Weather: Sunny in the 80's

Anchorage/mooring/marina review: Busy park area with a lot of people enjoying the area, great view of the fantastic fountain, easy bike ride to downtown.

#of locks we went through: 7 (56 total locks)

 **YouTube** <https://youtu.be/ZEvI84Vnu7c>



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

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