

Shirley Bond

From: "PHIL PASCOE" <pjpascoe@sympatico.ca>
To: <info@tswpanel.ca>
Sent: September 26, 2007 5:32 PM
Subject: Trent-Severn Waterway

Dear Panel Members:

I know yours is a very difficult job ahead as I attended one of the meetings and heard the various concerned citizens speaking. We are all very proud of this wonderful waterway system we have in Ontario and also the lakes and rivers surrounding it.

One point I would like to address is regarding the "Future of the Waterway Natural Environment". Having a cottage on the canal at Rosedale at the mouth of Balsam Lake I see a lot of boats go by from small fishing boats to huge cabin cruisers. Unfortunately the majority of them do not heed the 10 km/hr speed limit. This is destroying the shoreline at a very rapid pace, especially between the mouth of Balsam to the Hwy#35 bridge overpass where they finally slow down. The speeds they come in and the huge wakes they leave behind are strong enough to pull out huge cleats on docks and also this year pull out an entire section of dock where our boats are tied up. If the wake is that severe you can just imagine how much erosion there is on the shoreline. This stretch in particular from Balsam to Rosedale lock is one of the highest used on the entire Trent System according to the statistics for the 2006 season. The cottagers and residents in this area will yell at boaters speeding, but by the time they get to the bridge the damage is already done. We have discussed this to great length and we all feel that the only way to help this situation is to have better and larger signage with more distinct and better defined, placed out where the channel begins and throughout the channel as well. The signage should read both speed limit and NO WAKE ZONE for those who do not have a speedometer on their boats. Also we feel it should be required by Lock staff and Marina operators along the system to remind everyone of the speed limit and No Wake Zones as they travel on the Trent. I travel the system as well and see this happening in other areas as well, but I feel I can only speak on where I know what the situation is precisely. I would like to see the shoreline and habitat protected for future generations to come.

The second point is regarding the removal of channel markers in 2006. I could see removing some that were very close together but some have caused a possible great danger to both boats and occupants. The ones I know of in particular are in Canal Lake. With the markers removed from this lake a boater has no indication of where the deepest part of the lake is and in what direction to go. Only huge cabin cruisers using GPS systems and sitting high might see the marker across the lake, but recreational boaters end up in the weeds and worse with damaged propellers and stern drives. I would hate to see the Trent get a huge lawsuit over something as silly as lack of markers where logically needed for guidance and rock hazards. This loss in revenue to fight lawsuits could be put to a greater more important use for the preservation of the whole system.

I hope this is of some help to you and wish you well on your most difficult task of finding solutions to keep this wonderful and beautiful waterway system around for many generations to come.

Sincerely yours,
Josie Pascoe
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