

BookletChart™

Columbia River – Vancouver to Bonneville

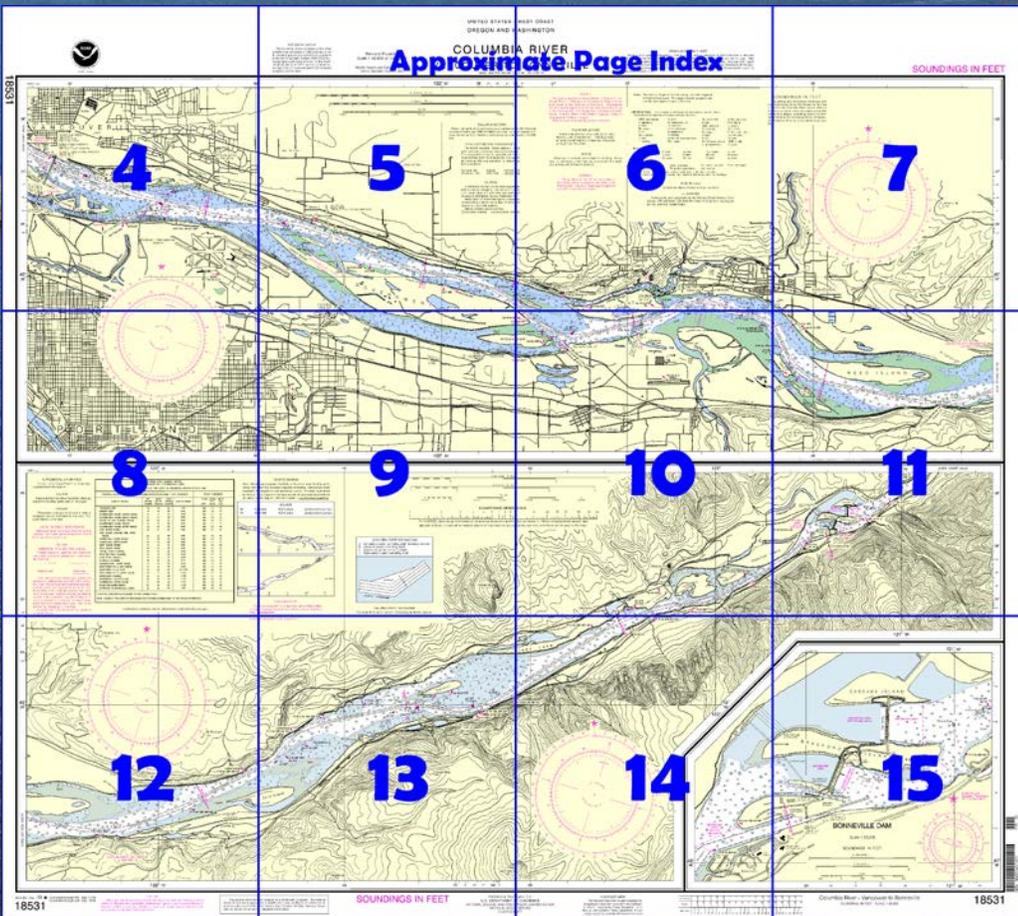
NOAA Chart 18531

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

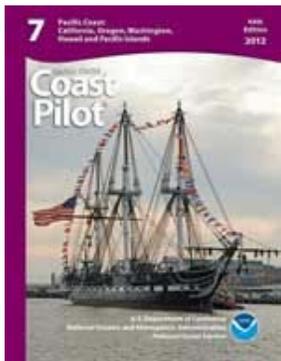
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18531>.



(Selected Excerpts from Coast Pilot)

From Vancouver to Bonneville, Mile 126 (145), Columbia River passes through the **Columbia River Gorge**.

Ryan Point, 1.4 miles ESE of the Interstate 5 highway bridge, is the site of a public launching ramp.

There are many full service marinas, yacht clubs, and moored houseboats along the Oregon shore from Interstate 5 highway bridge to the W end of Government Island.

Anchorage.—A special anchorage is

between **Tri-Club Island 18531** Tri-Club Island (Sand Island) and **Lemon Island**, the W end of **Government Island**. (See **110.1** and **110.128**,

chapter 2, for limits and regulations.)

The entrance to **Sandy River** on the Oregon side opposite Camas, bares at low water. At higher flood stages, passage up Sandy River as far as **Troutdale** is possible.

Dangers.—In this section of the river, the principal hazards to navigation are the strong currents, rocks and rocky banks, winds, and an accumulation of ice.

Currents.—In general, currents run fair with the main channels with considerable intensity, increasing in regions upstream toward Bonneville. Exceptions are the turn in the channel at Washougal Light 50, where a NW set prevails; SW of **Cape Horn**, where a W set is experienced; and the region between Fashion Reef and Multnomah Falls, where a S set is experienced.

Near **Warrendale**, Mile 123 (141.5), the river becomes very constricted within less than a mile and continues so almost to the approach to the locks of Bonneville Dam, at the lower end of **Bradford Island**.

Beacon Rock, 840 feet high and 300 yards inshore, is on the Washington side opposite Warrendale. A State park of the same name surrounds the rock. The park maintains a mooring float just inside the entrance to the channel W of **Pierce Island**; moorage is restricted to pleasure boats and to periods not to exceed 5 nights. Water, electricity, and pump-out facility are available at the park.

Bonneville, on the Oregon side at Mile 126 (145), is the headquarters of the U.S. Army Corps of Engineers in charge of the Bonneville Lock and Dam.

Bonneville Lock and Dam, 126.3 (145.3) miles above the mouth of the Columbia River, is in four parts. Powerhouse No. 2 is between the Washington shore and Cascade Island; the spillway is between Cascade Island and Bradford Island; Powerhouse No. 1 and the old lock are between Bradford Island and Robins Island; and the new lock is between Robins Island and the Oregon shore. The new navigation lock has a vertical lift of about 59 feet, a width of 86 feet and a length of 675 feet. The old lock has been placed in mothball status. Restricted areas are above and below the spillway and powerhouse. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of Bonneville Lock and Dam.)

The strong current toward the powerhouse makes it difficult to approach Bonneville Lock from upstream, particularly if the lock is approached at an angle and if a turn is to be executed in time to avoid an accident. Therefore, all craft approaching the lock from the E and pushing one or more barges should steer as close to the Oregon mainland shore as safety will permit, should be in line with the lock upon reaching the E end of the guide wall, and should continue at a steady but reduced speed if the lock is prepared for entrance and the signal for entrance has been given.

From Bonneville to The Dalles, the channel is through the pool created by Bonneville Dam, which extends 40 (46) miles to The Dalles Dam.

Depths and overhead clearances are at **normal pool level**.

Although there is deep water in much of the pool, the controlling depth to The Dalles Dam navigation lock is about 20 feet. The channels are marked by aids to navigation.

Currents.—From the lock at Bonneville through Cascade Rapids, constant piloting is necessary because of the strong currents. From Cascade Rapids E, a set of 1° to 3° may be experienced depending on the angle that the course makes with the general direction of the river, the strength of the current, and the direction and strength of the wind.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Seattle

Commander

13th CG District

Seattle, WA

(206) 220-7001

Table of Selected Chart Notes

Buoys 6.7, and 11
are private.

HEIGHTS in feet.

Contour elevations referred to mean sea level.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Mercator Projection

Scale 1:40,000 at Lat 45° 35'

North American Datum of 1983
(World Geodetic System 1984)

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 8° from the normal variation have been observed between Tunnel Point and Point Vancouver.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Portland, OR KIG-98 162.550 MHz
Woodland, WA WNG-604 162.525 MHz

CAUTION

Numerous obstructions found in 2009, consisting mainly of submerged snags and ruined piles, are not charted in the Columbia River through Statute Mile 110. These obstructions do not present a hazard to surface navigation, but should be taken into consideration for ground fishing and anchoring.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.570" southward and 4.302" westward to agree with this chart.

SOUNDINGS IN FEET

Soundings and clearances of bridges and overhead cables below the Bonneville dam are referred to the Columbia River Datum, which is the plane of mean lower low water during the lowest river stages; soundings above the dam are referred to the normal pool level of Bonneville reservoir which is 72 feet above mean sea level.

NOTE B

Waterway is unstable and subject to shoaling. Buoys may not necessarily mark best water and are not charted due to frequent change in location.

COLUMBIA RIVER

Distances along the Columbia River are in Statute Miles and are measured eastward from the mouth and indicated thus: ————

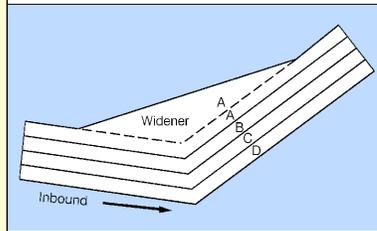
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 7.

Tides: The diurnal range of the tide during low river stages is 1.8 feet at Vancouver. The range becomes progressively smaller with higher stages of the river.

May 2012

COLUMBIA RIVER TAB DIAGRAM

- A Left outside quarter controlling depth (including widener)
- B Left inside quarter controlling depth
- C Right inside quarter controlling depth
- D Right outside quarter controlling depth



COLUMBIA RIVER TAB DIAGRAM

Columbia River main channel - Controlling depths for outside quarters include the adjacent widener/fillet when applicable.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLUMBIA RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF

21-Nov-12

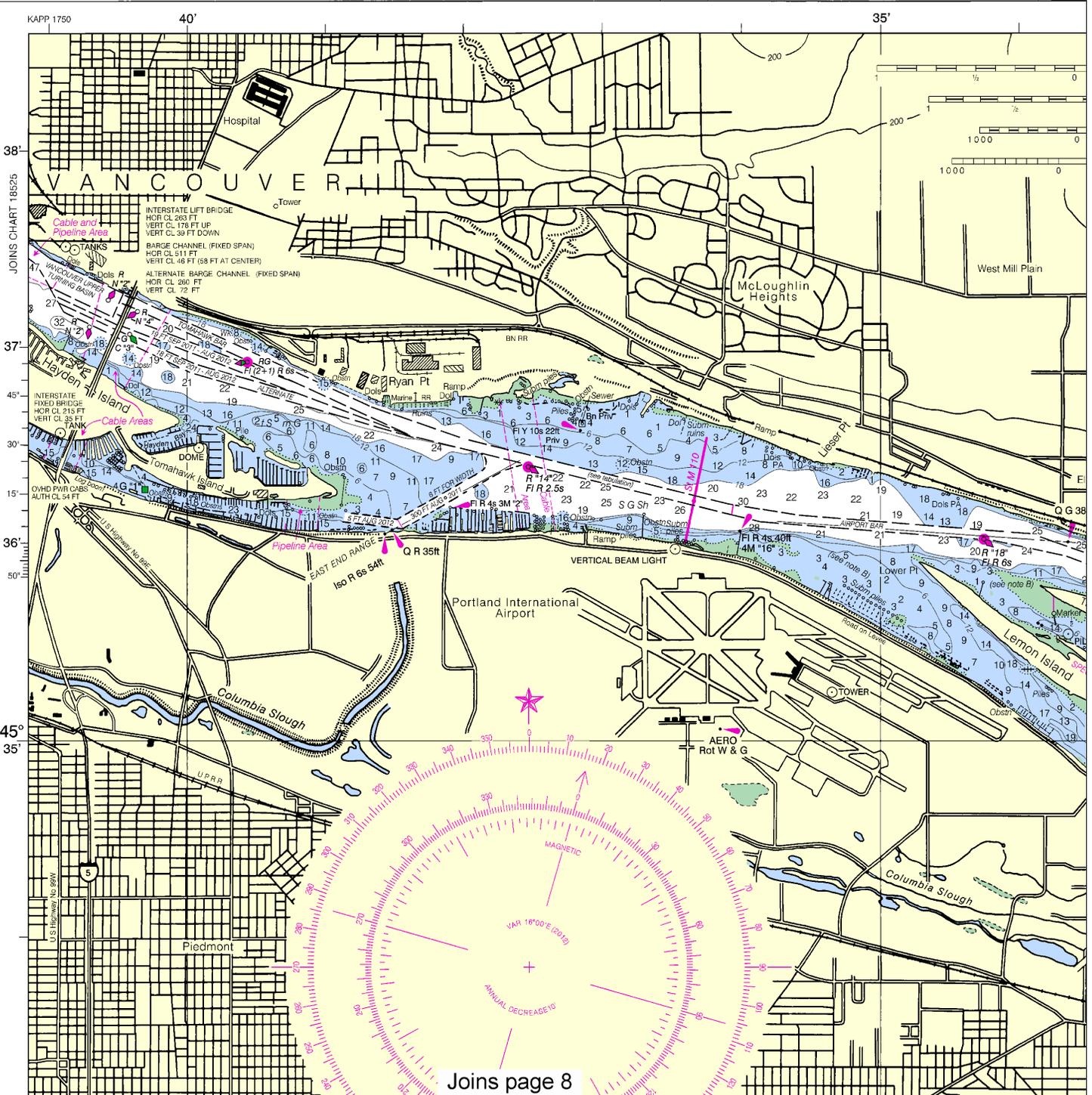
Name of Channel	CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE			Date of Survey	Project Dimensions		
	Left Outside Quarter	Middle Half of Channel	Right Outside Quarter		Width (feet)	Length STAT (Miles)	Depth (feet)
Tomahawk Bar	14	15	15	31-May-12	300	3.7	27
Airport Bar	18	19	21	2-Oct-12	300	2.8	27
Government Island Lower Range	16	16	17	2-Oct-12	300	1.0	27
Government Island Middle Range	17	17	18	2-Oct-12	300	1.7	27
Fisher Quarry Channel Range	29	28	25	2-Oct-12	300	1.0	27
Government Island Range	11	25	29	2-Oct-12	300	1.1	27
Government Island Upper Range	12	16	19	2-Oct-12	300	0.8	27
Lady Island Range	14	19	20	2-Oct-12	300	2.1	27
Lady Island Channel and Upper Rge	28	29	24	2-Oct-12	300	0.9	27
Washougal Lower Range	22	27	29	3-Oct-12	300	1.5	27
Washougal Upper Range	19	21	26	3-Oct-12	300	1.1	27
Gary Island Range	16	16	16	3-Oct-12	300	0.6	27
Reed Island Range	13	16	13	3-Oct-12	300	2.2	27
Tunnel Point Channel	25	25	26	19-Jul-12	300	0.8	27
Rooster Rock Channel	25	25	27	16-Aug-12	600	1.5	27
Cape Horn Channel	34	33	30	16-Aug-12	300	2.1	27
Candiana Channel	29	38	32	16-Aug-12	300	1.0	27
Fashion Reef Lower Range	17	18	19	3-Oct-12	300	2.4	27
Multnomah Falls Bar Range	16	23	17	3-Oct-12	300	1.1	27
Multnomah Falls Turn	16	16	21	31-Oct-12	600	0.8	27
Multnomah Falls Upper Range	22	25	25	31-Oct-12	300	3.2	27
McGowans Channel	35	29	24	9-Aug-12	300	1.1	27
Warrendale Lower Range	20	21	21	9-Aug-12	300	0.9	27
Warrendale Upper Range	20	27	23	9-Aug-12	300	0.7	27
Hamilton Island Reach	23	28	28	9-Aug-12	300	1.0	27
Entrance to Bonneville Locks	20	18	22	7-Aug-12	300	1.2	27

* For Controlling Depth Information, consult the Local Notice to Mariners and/or the following Portland District US Army Corps of Engineers website: <http://www.nwp.usace.army.mil/Missions/Navigation.aspx>
Channel status reports



HORIZONTAL DATUM
 The horizontal reference datum is North American Datum of 1983 for charting purposes is consistent with the World Geodetic System. Geographic positions refer to the American Datum of 1927 must average of 0.570" southward and to agree with this chart.

18531



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



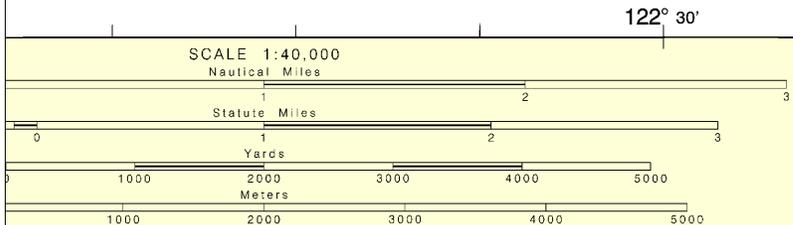
UNITED STATES - WEST COAST
OREGON AND WASHINGTON

COLUMBIA RIVER VANCOUVER TO BONNEVILLE

Formerly C&GS 6156, 1st Combined Ed., Apr. 1953 G-1951-789

ATUM
Datum of this chart
83 (NAD 83), which
sidered equivalent
in 1984 (WGS 84).
rred to the North
st be corrected an
nd 4.302" westward

Mercator Projection
Scale 1:40,000 at Lat 45° 35'
North American Datum of 1983
(World Geodetic System 1984)



122° 30' 29' 45' 30' 15' 28' 50' 27'

NOTE A
Navigation regulations are published in Chapter 2, Coast Pilot 7. Additions or revisions to Chapter 2 published in the Notices to Mariners. Informa concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Sea Wash., or at the Office of the District Engineer, Corp Engineers in Portland, Oregon.
Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

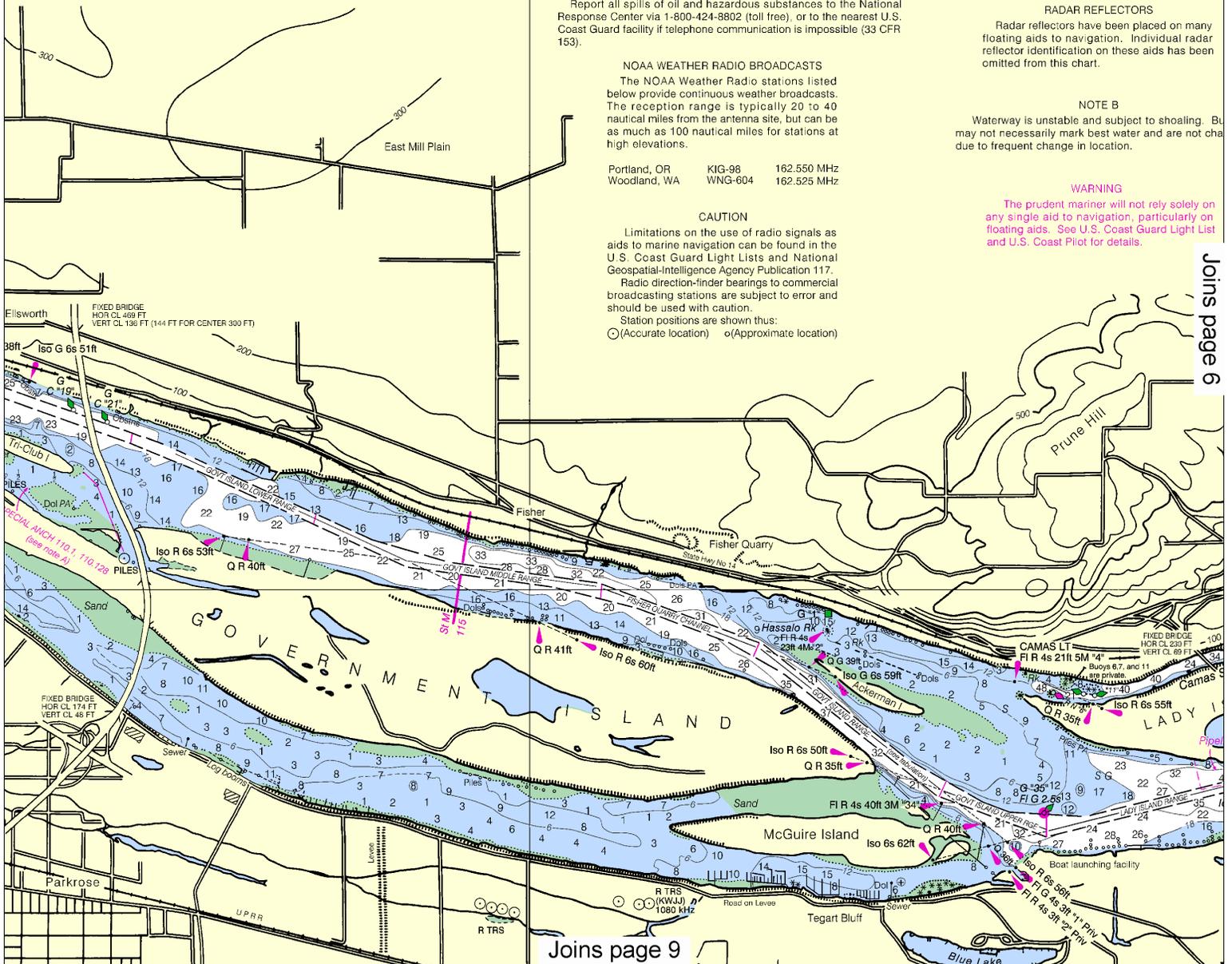
Portland, OR	KIG-98	162.550 MHz
Woodland, WA	WNG-604	162.525 MHz

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B
Waterway is unstable and subject to shoaling. Bu may not necessarily mark best water and are not cha due to frequent change in location.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



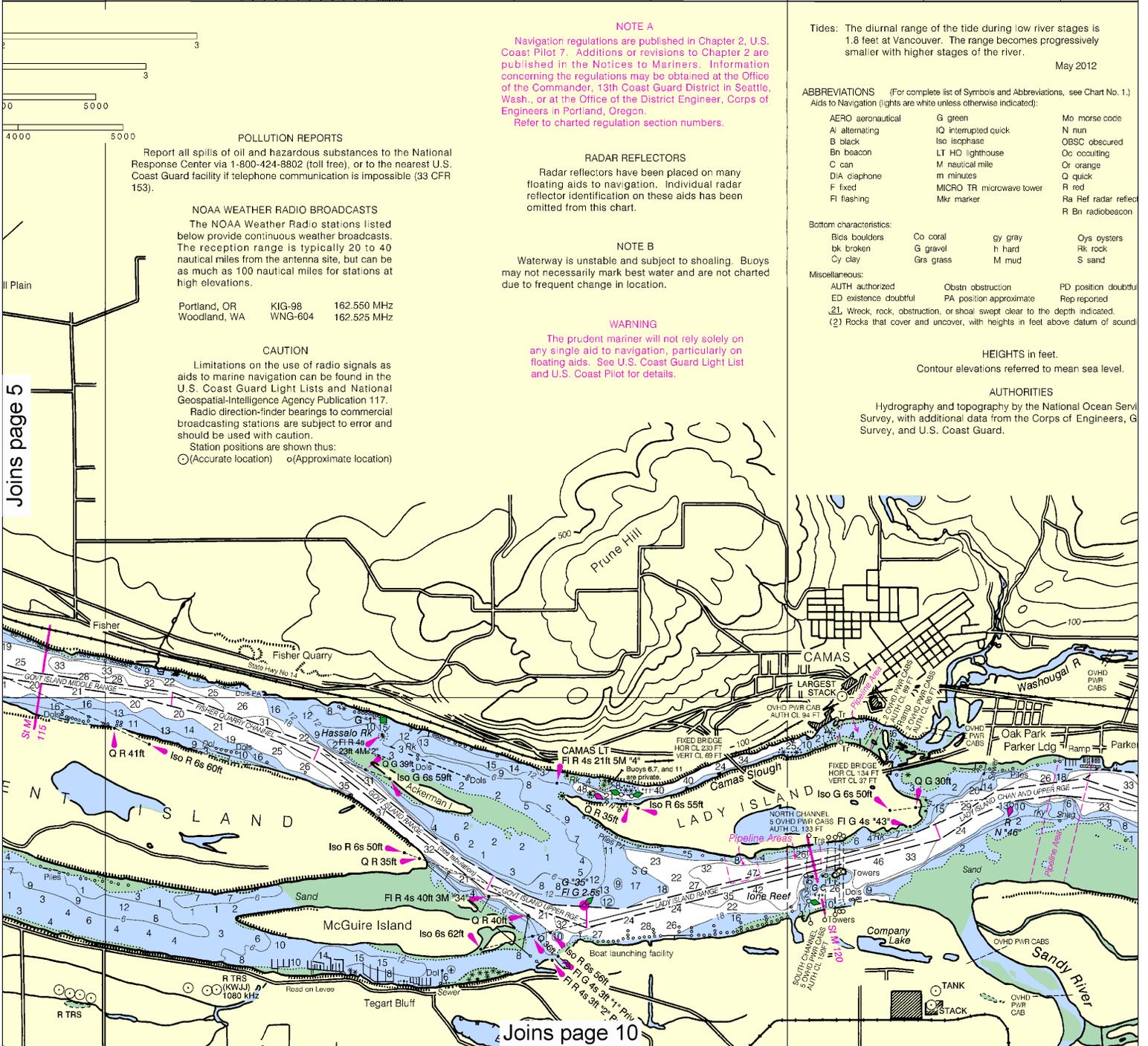
COLUMBIA RIVER VANCOUVER TO BONNEVILLE

Formerly C&GS 6156, 1st Combined Ed., Apr. 1953 G-1951-789

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA and critical corrections. Charts are printed when ordered using Print-on-Demand Editions are available 2-8 weeks before their release as traditional NOAA charts about Print-on-Demand charts or contact NOAA at <http://ocedata.nod.noaa.gov>. OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

122° 30' 29' 45' 30' 15' 28' 50' 27' 25'



NOTE A
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WARNING
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Tides: The diurnal range of the tide during low river stages is 1.8 feet at Vancouver. The range becomes progressively smaller with higher stages of the river.

May 2012

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code
Al alternating	IQ interrupted quick	N nun
B black	IsO isophase	OBSC obscured
Bn beacon	LT HO lighthouse	OC occulting
C can	LT HO lighthouse	OR orange
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar reflector
		R Bn radiobeacon

Bottom characteristics:

Bks boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	GrS grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Rep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.		
(2) Rocks that cover and uncover, with heights in feet above datum of sound.		

HEIGHTS in feet.

Contour elevations referred to mean sea level.

AUTHORITIES

Hydrography and topography by the National Ocean Service Survey, with additional data from the Corps of Engineers, G Survey, and U.S. Coast Guard.

Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

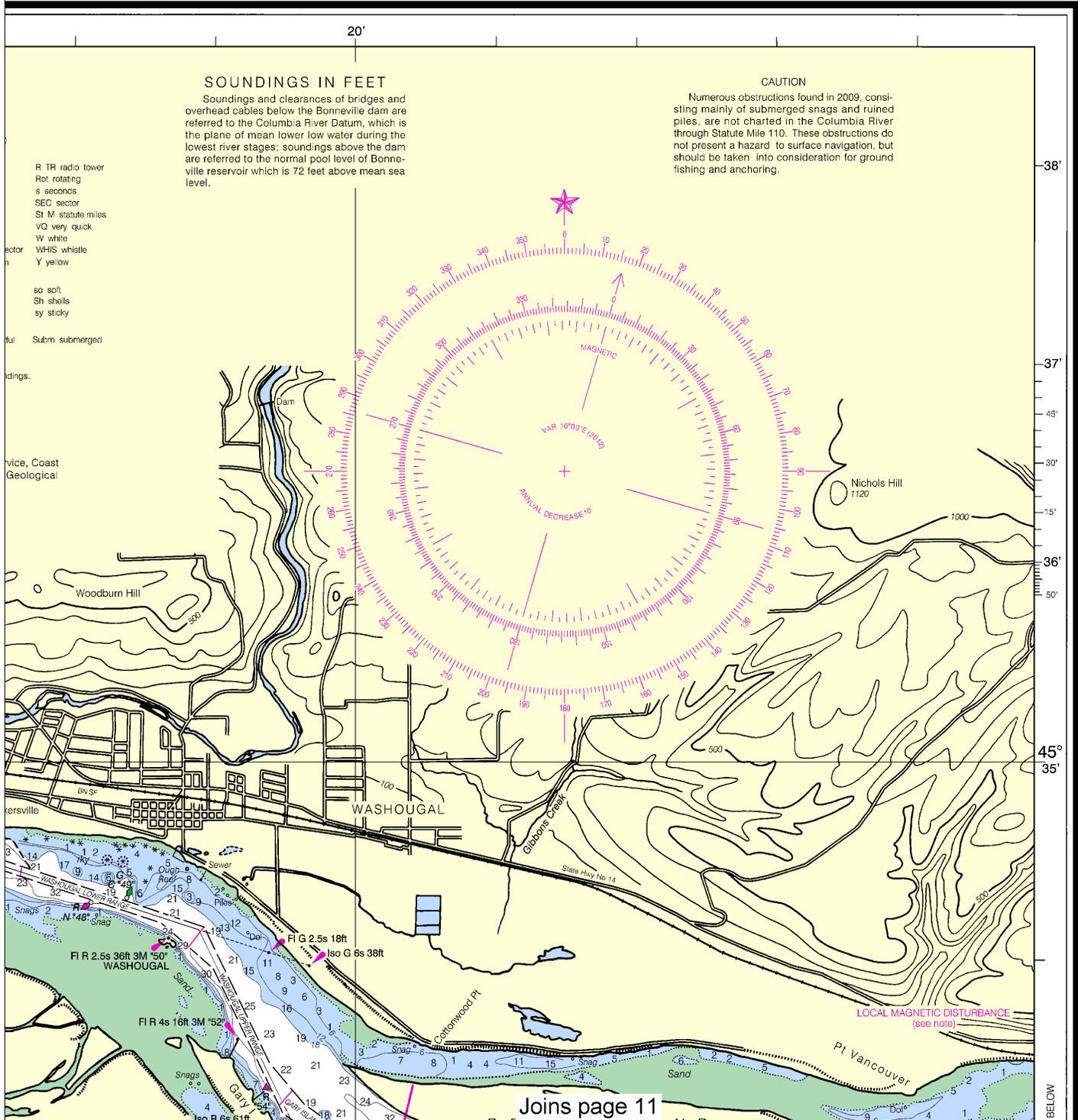
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

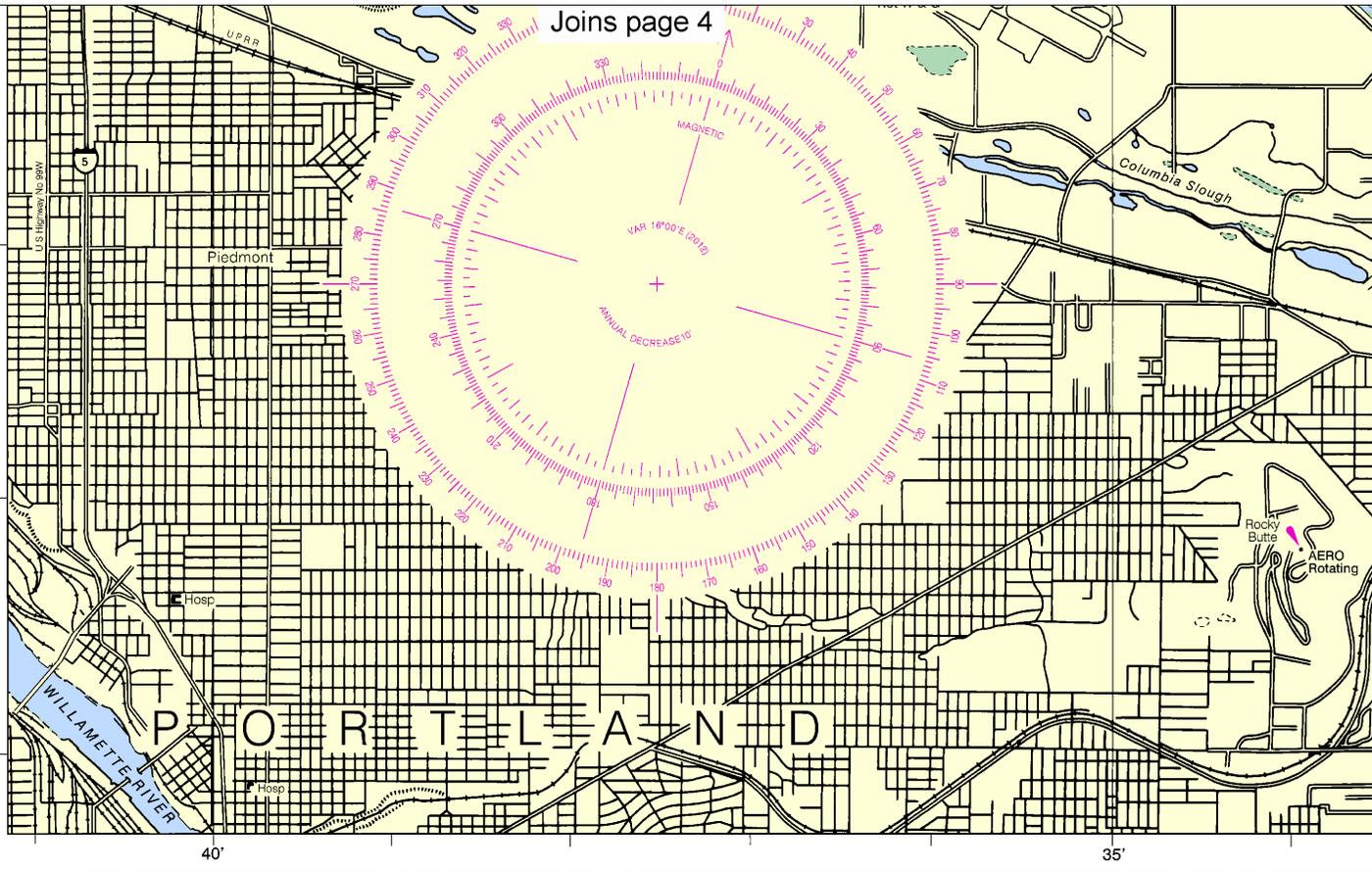
See Note on page 5.



SOUNDINGS IN FEET



Joins page 4



40'

35'

122° 15'

KAPP 1752

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 8' from the normal variation have been observed between Tunnel Point and Point Vancouver.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**COLUMBIA RIVER CHANNEL DEPTHS
TOMAHAWK BAR TO BONNEVILLE LOCKS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF 21-Nov-12**

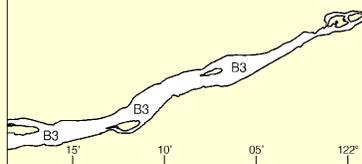
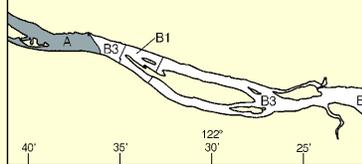
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Reed Island Range	13	16	13	3-Oct-12	300	2.2	27
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Rosler Rock Channel	25	25	27	16-Aug-12	600	1.5	27
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* For Controlling Depth Information, consult the Local Notice to Mariners and/or the following Portland District US Army Corps of Engineers website: <http://www.nwp.usace.army.mil/Missions/Navigation.aspx>
Channel status reports

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Shaded in this diagram by date and type of survey. Charted by the U.S. Army Corps of Engineers are periodically re-surveyed. Not shown on this diagram. Refer to Chapter 1, United States Coast Pilot 7.

SOURCE			
A	1990-2009	NOS Surveys	full bottom
B1	1990-2003	NOS Surveys	partial
B3	1940-1969	NOS Surveys	partial



COLUMBIA RIVER

Distances along the Columbia River are in Statute Miles and are measured eastward from the mouth and are thus: Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 7.

Additional information can be obtained at nauticalcharts.noaa.gov.

Joins page 12

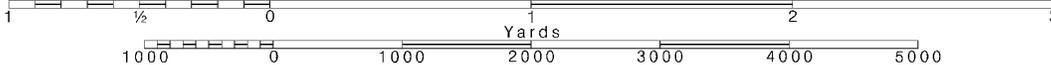


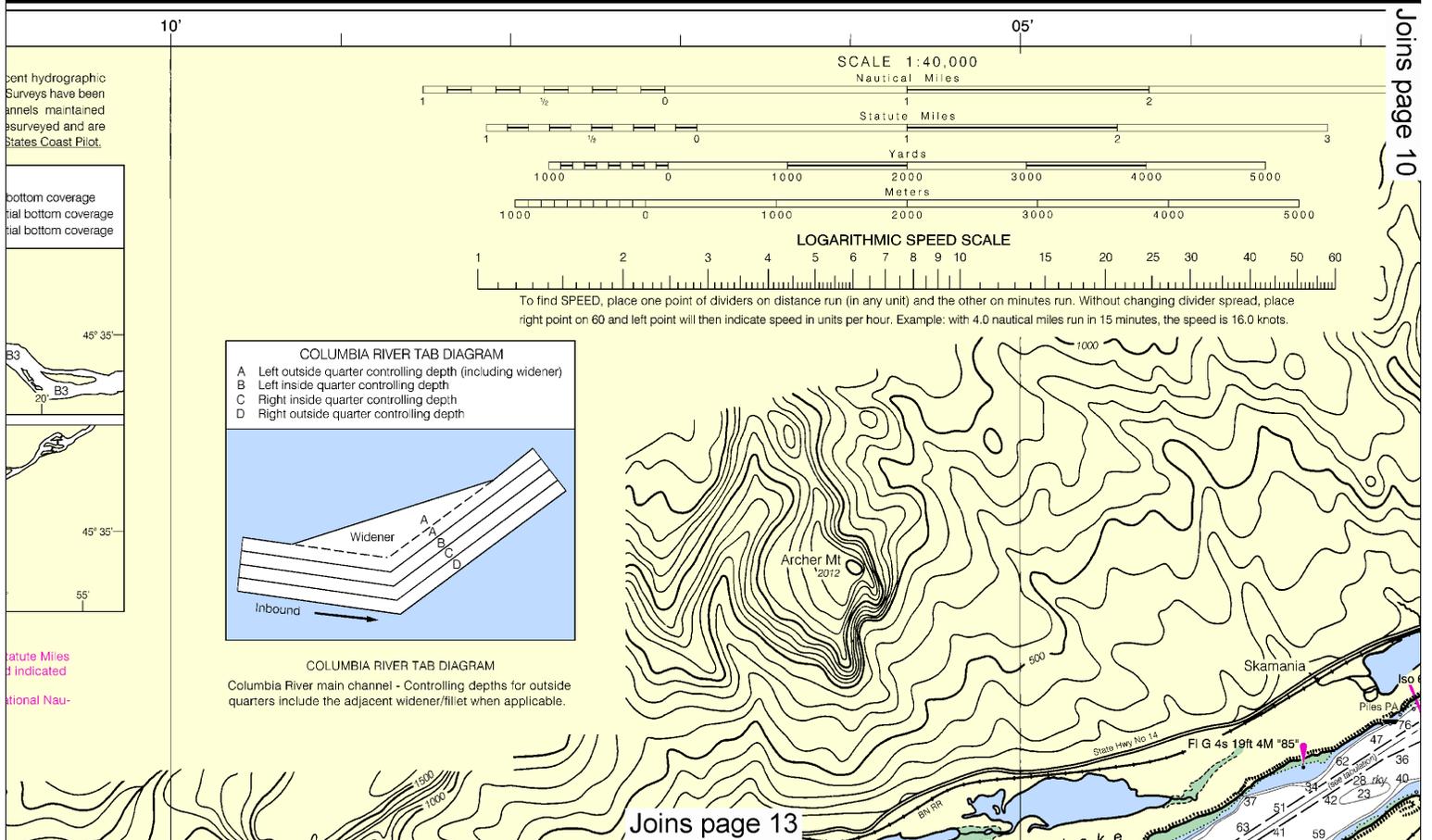
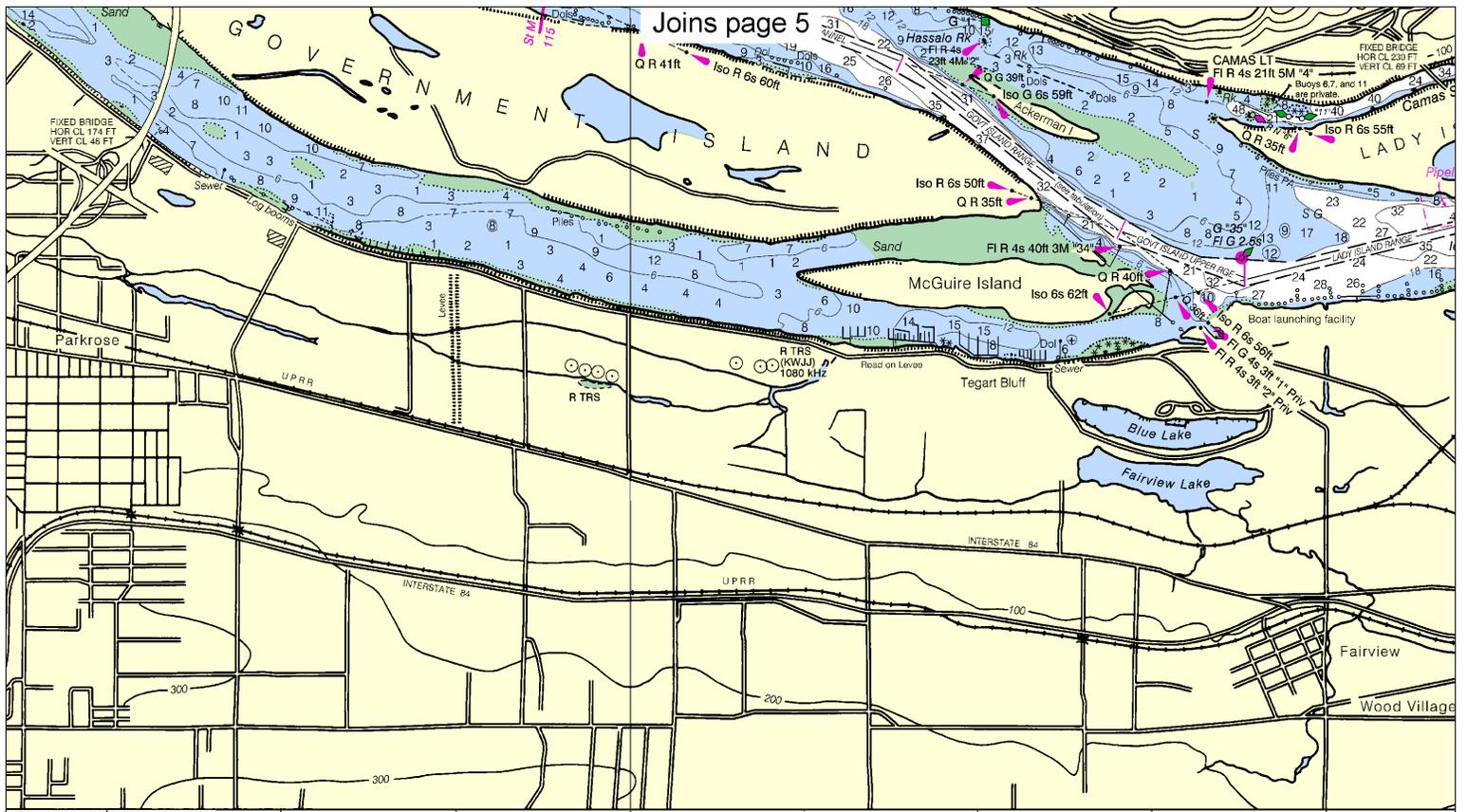
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

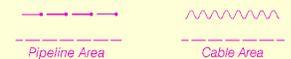
SCALE 1:40,000
Nautical Miles

See Note on page 5.





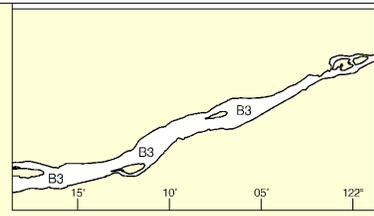
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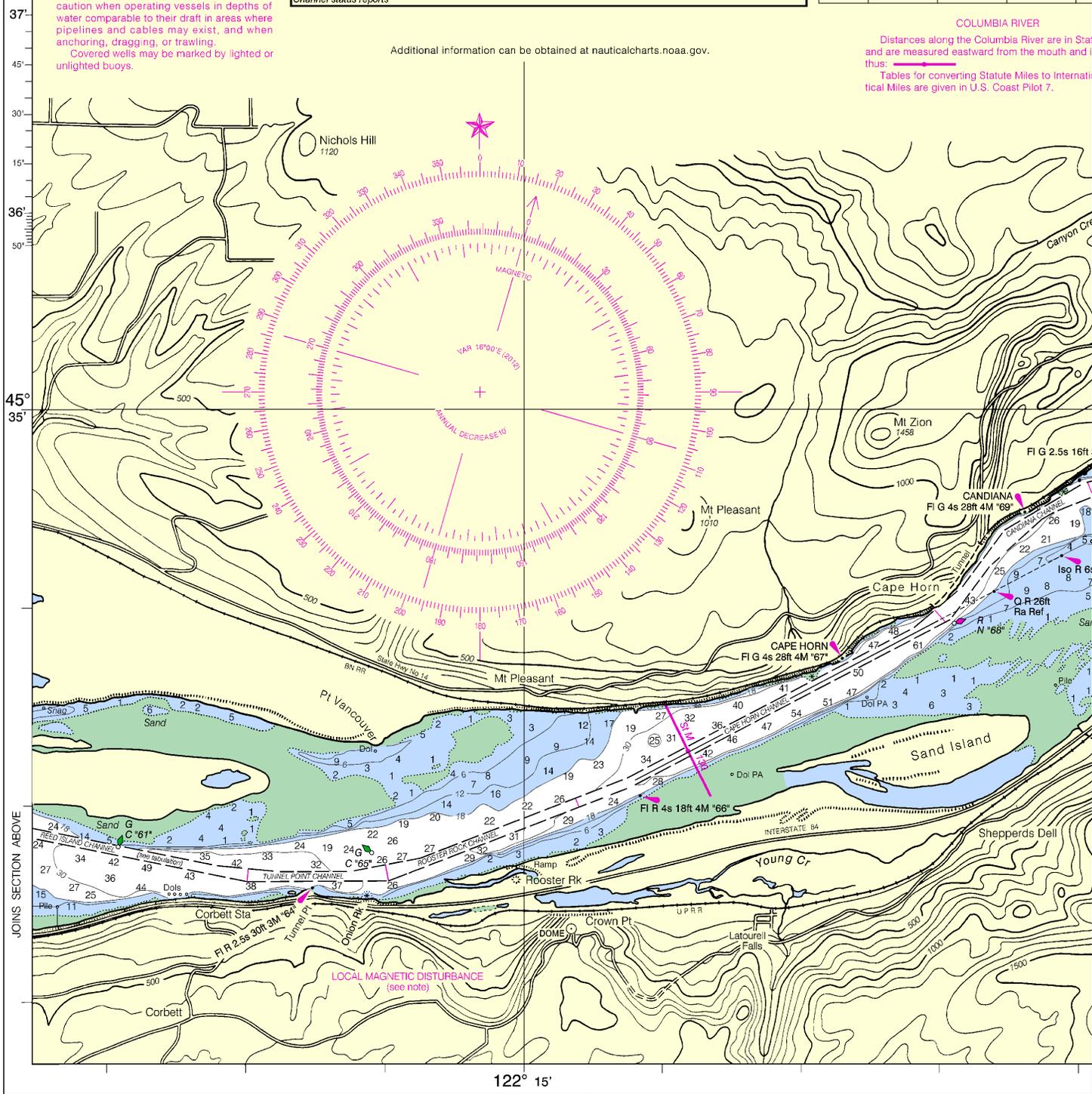
Joins page 8				16-Aug-12	300	1.0	27
Candiana Channel	16	23	17	3-Oct-12	300	2.4	27
Fashion Reef Lower Range	22	25	25	31-Oct-12	300	1.1	27
Multnomah Falls Bar Range	16	16	21	31-Oct-12	600	0.8	27
Multnomah Falls Turn	22	25	25	31-Oct-12	300	3.2	27
Multnomah Falls Upper Range	35	29	24	9-Aug-12	300	1.1	27
McGowans Channel	20	21	21	9-Aug-12	300	0.9	27
Warrendale Lower Range	20	27	23	9-Aug-12	300	0.7	27
Warrendale Upper Range	23	26	26	9-Aug-12	300	1.0	27
Hamilton Island Reach	20	18	22	7-Aug-12	300	1.2	27
Entrance to Bonneville Locks							

For Controlling Depth Information, consult the Local Notice to Mariners and/or the following Portland District US Army Corps of Engineers website: <http://www.nwp.usace.army.mil/Missions/Navigation.aspx>
Channel status reports



COLUMBIA RIVER
Distances along the Columbia River are in Statute Miles and are measured eastward from the mouth and thus: Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 7.

Additional information can be obtained at nauticalcharts.noaa.gov.



23rd Ed., Jun. / 12 ■ Corrected through NM Jun. 30/12
Corrected through LNM Jun. 19/12
18531

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/C2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

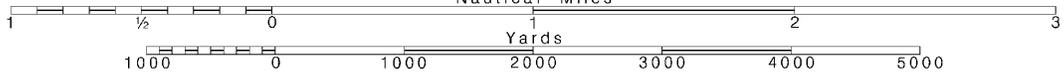
12

Note: Chart grid lines are aligned with true north.

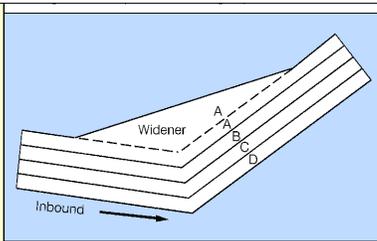
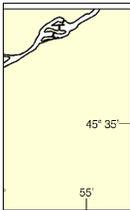
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

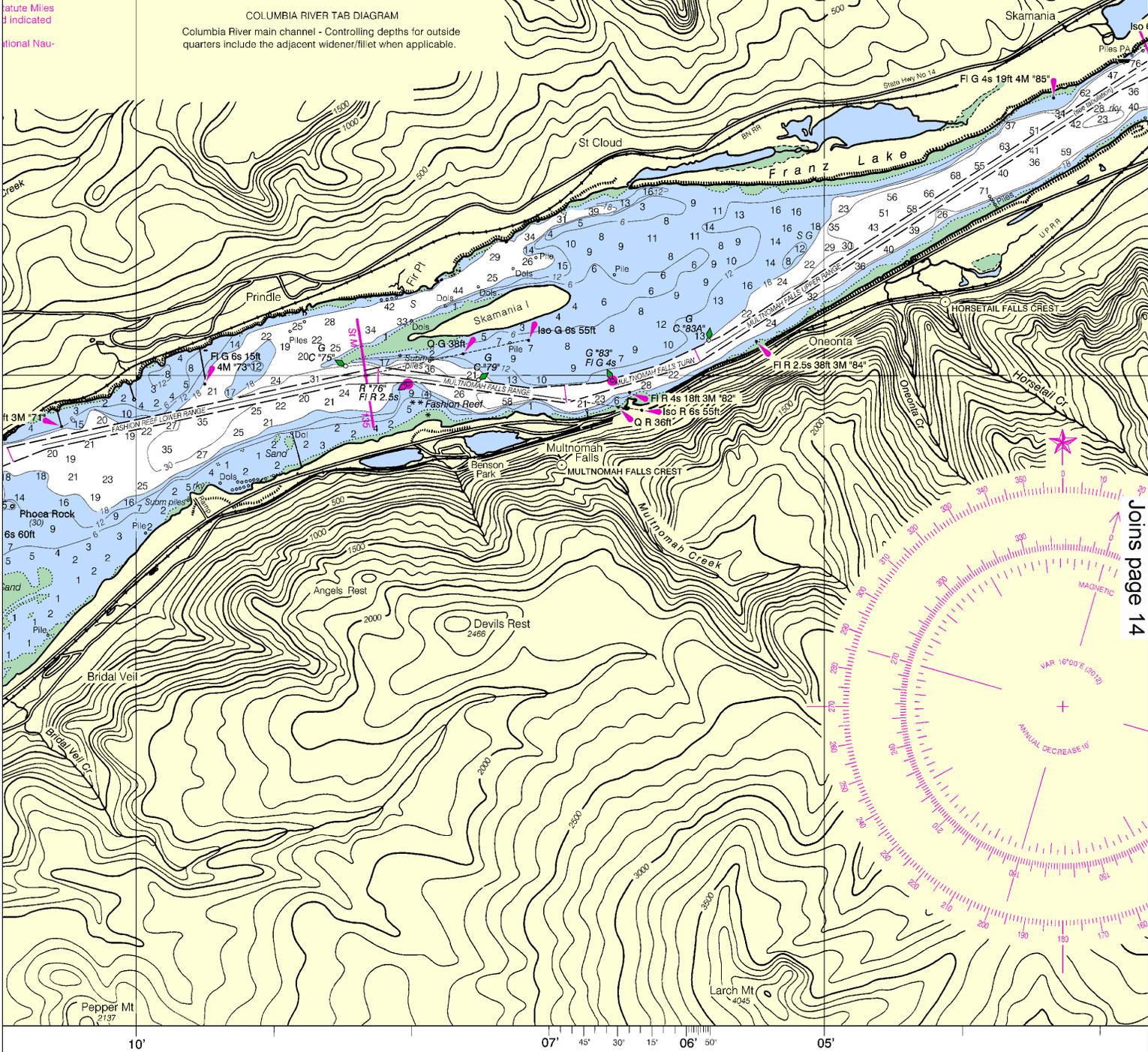


Joins page 9



COLUMBIA RIVER TAB DIAGRAM

Columbia River main channel - Controlling depths for outside quarters include the adjacent widener/fill when applicable.

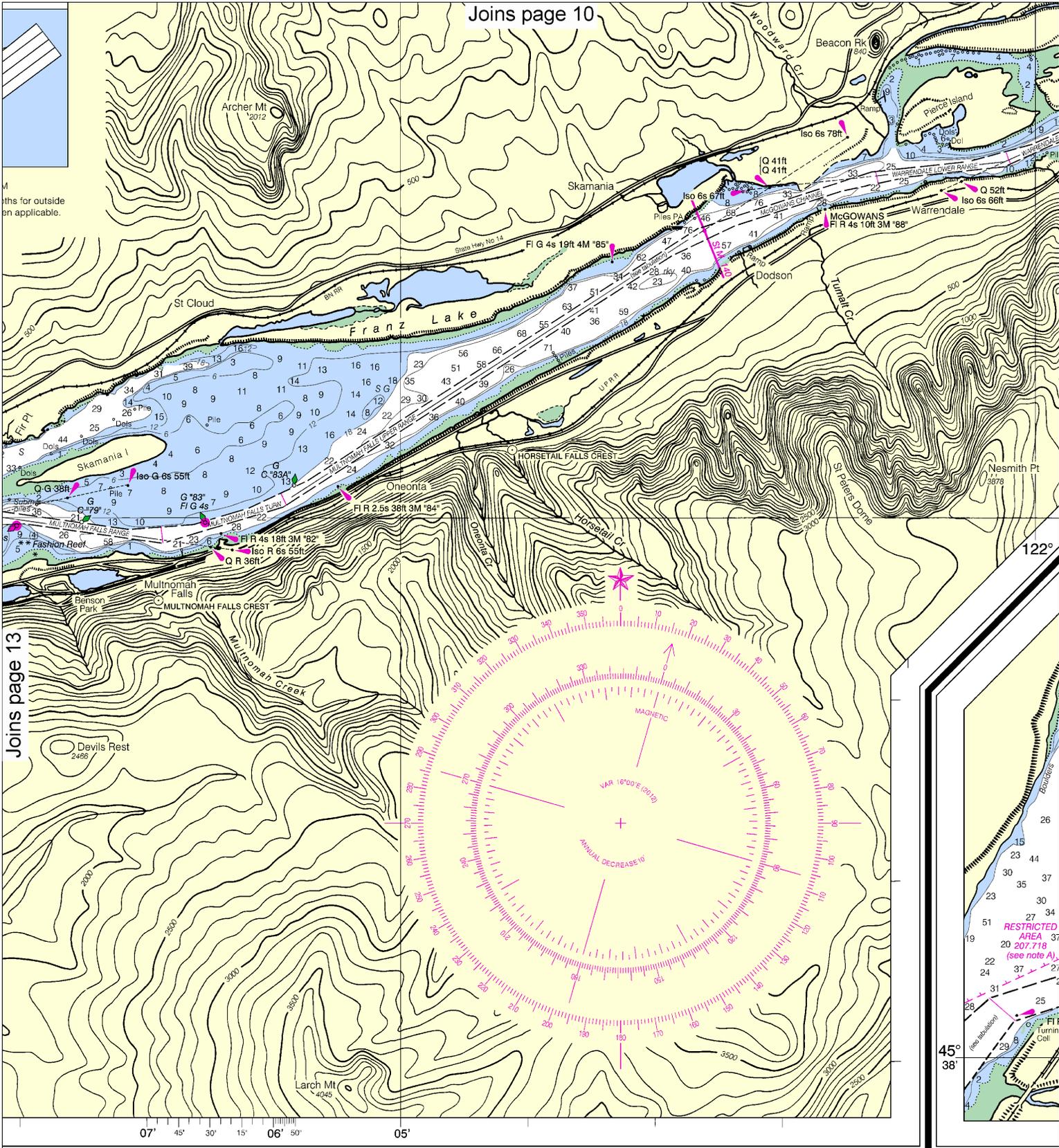


Joins page 14

SOUNDINGS IN FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

The National
Comments for
ational Ocean



Joins page 13

IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

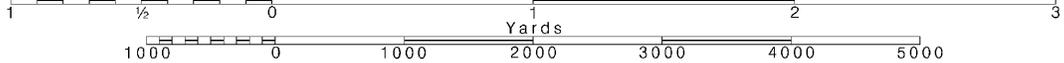
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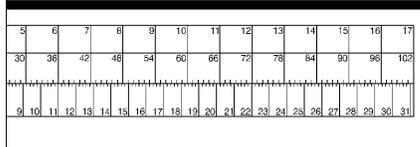
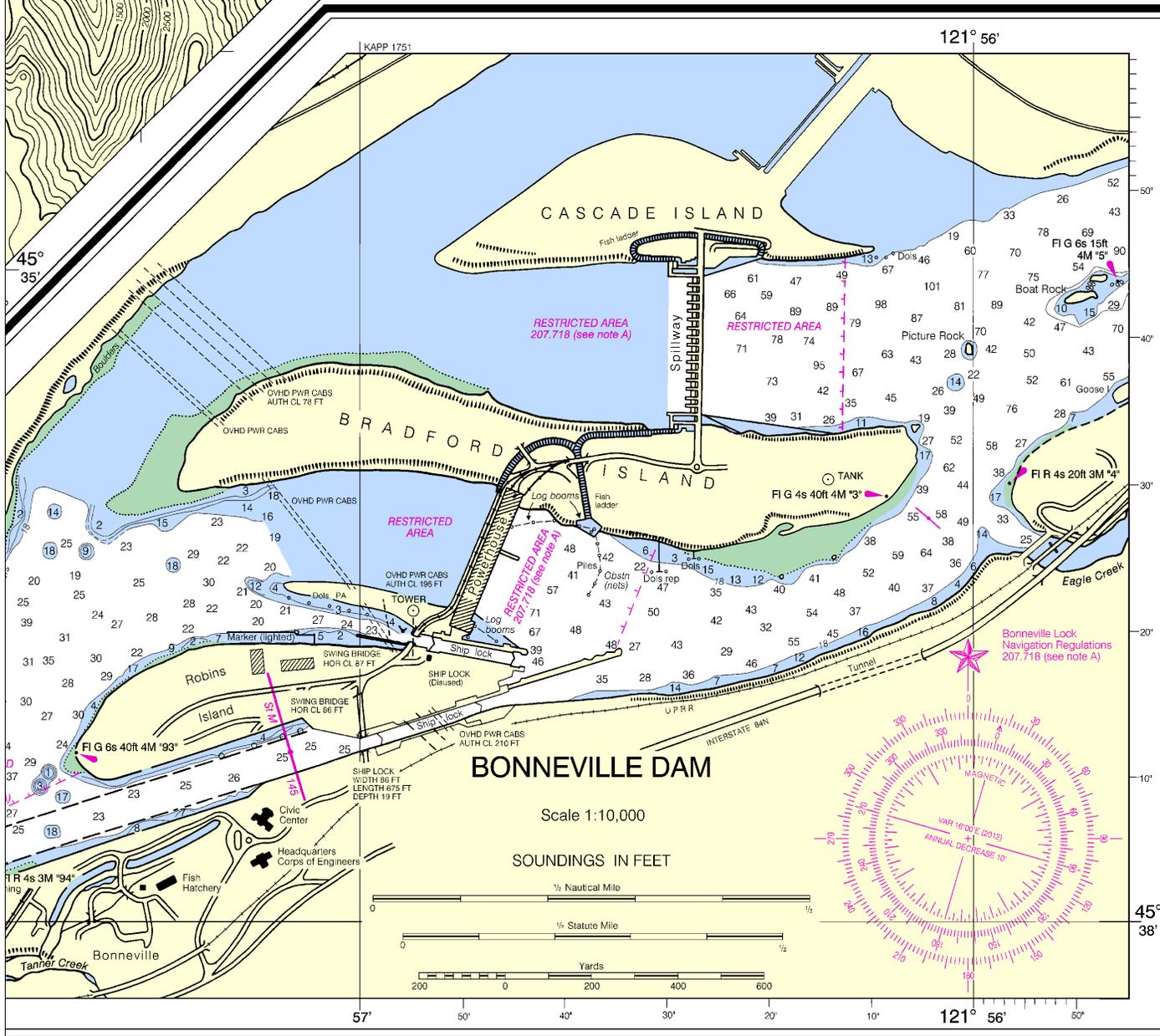
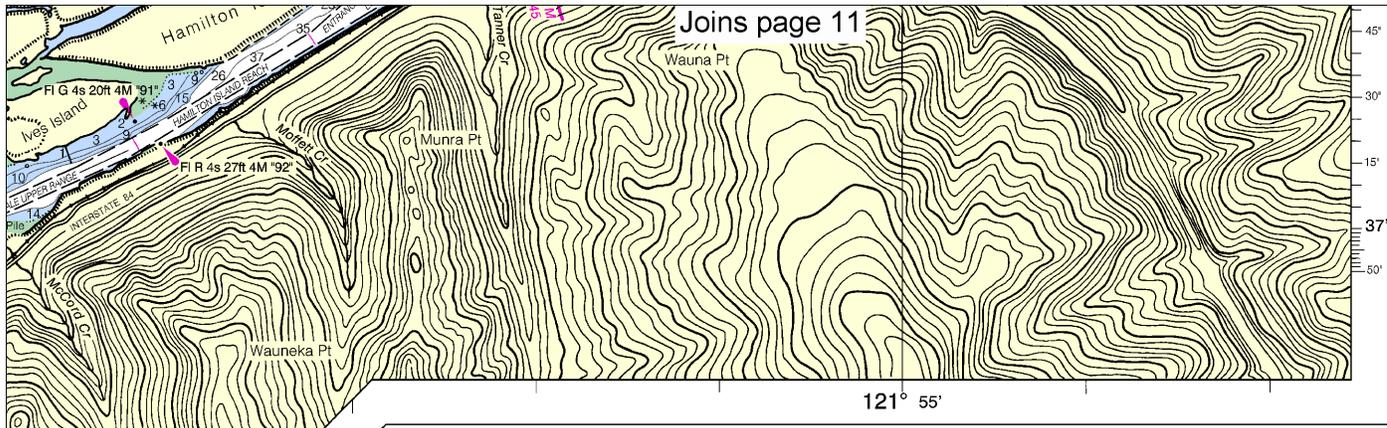
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





Columbia River - Vancouver to Bonneville
SOUNDINGS IN FEET - SCALE 1:40,000

18531

45° 30' 15' 37' 50'

45° 35' 40' 30' 20' 10' 45' 38'

23

NSN 7642014011617
NSA REFERENCE NO. 18X-HA18531



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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