

BookletChart™

Columbia River – Bonneville to The Dalles

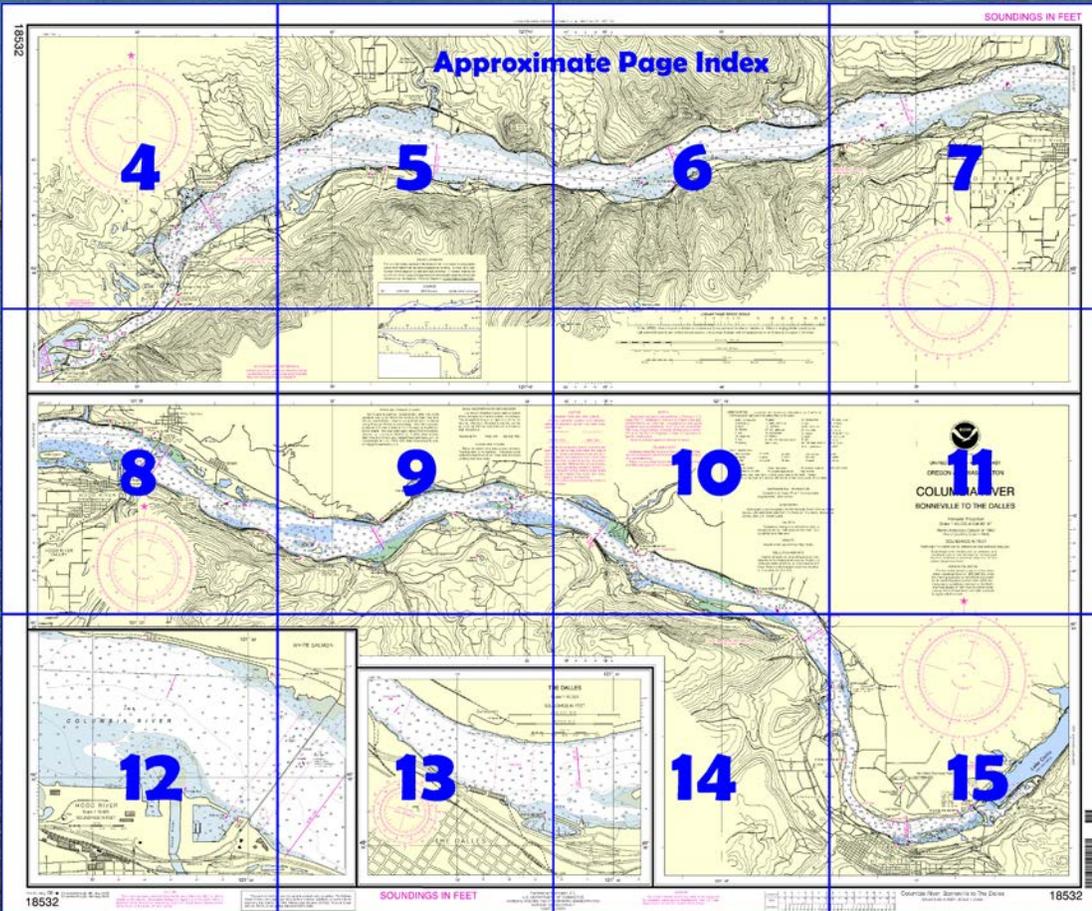
NOAA Chart 18532

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.

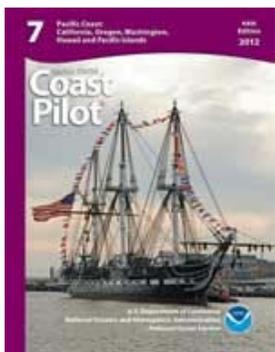
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot_w.php?book=7.



(Selected Excerpts from Coast Pilot)

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. Overhead power cables over the lock have

a clearance of 210 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.

An overhead power cable with a clearance of 190 feet crosses the river 1 (1.1) mile above the dam.

Tugs use the dolphins on the S side of the river 1.2 (1.5) miles above the lock for mooring and shifting barges and log rafts. Small craft can find refuge in the mouth of **Eagle Creek**, 0.6 (0.7) miles above the lock, if the creek is not in flood.

The Dalles is on the Oregon side of Columbia River, 39 (44.8) miles above the Bonneville Dam. River traffic, between the town and Vancouver, consists mainly of petroleum products and general freight bound upstream, and wheat, wool, and rafted logs bound downstream. A small-boat mooring basin with a breakwater and sheer boom protection is just E of the city wharf. Depths inside are 4 to 8 feet. The basin has a small-craft launching ramp. Gasoline, ice, and marine supplies are available. Engine repairs can be made.

The Dalles Lock and Dam, 40 (46) miles above Bonneville Dam, has a single lift lock with a vertical lift of about 87.5 feet. **Restricted areas** are above and below the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of The Dalles Lock and Dam.) **Lake Celilo**, the pool created by The Dalles Dam, provides slack water navigation with a controlling depth of about 14 feet for 22 (25.3) miles upstream to the John Day Dam. Depths and overhead clearances are at **normal pool level**.

Ice.—Ice occasionally interferes with navigation for 2 weeks or more, usually in January or February.

A railroad bridge, 7 (8.1) miles above The Dalles Dam, has a lift span with clearance of 20 feet down and 79 feet up. bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-9048. (See **117.1 through 117.59** and **117.869**, chapter 2, for drawbridge regulations.)

The **Celilo Park** basin 7.7 (8.9) miles above The Dalles Dam, offers shelter to small boats, but there are no facilities except a launching ramp. The entrance to the basin is marked by a light.

At **Miller Island**, 10.5 (12) miles above The Dalles Dam, the N and S channels are marked by ranges. The main channel is along the N side of the island; however it is reported that the S channel is more frequently used. In 1994, submerged obstructions with depths of 1 to 3 feet were reported in the S channel in about 45°38'17"N., 120°54'56"W. and 45°38'14"N., 120°54'54.5"W.

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

RCC Seattle Commander
13th CG District (206) 220-7001
Seattle, WA

Table of Selected Chart Notes

Corrected through NM May 20/06
Corrected through LNM May 02/06

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection

Scale 1:40,000 at Lat 45° 41'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed along the Columbia River from Cascade Rapids to Squally Pt.

CAUTION

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

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).

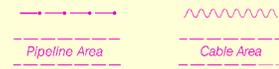
RADAR REFLECTORS

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

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Woodland, WA WNG-604 162.525 MHz

Soundings and clearances of bridges and overhead cables are referred to normal pool level of Bonneville reservoir which is 72 feet above mean sea level.

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.

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.

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

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.

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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

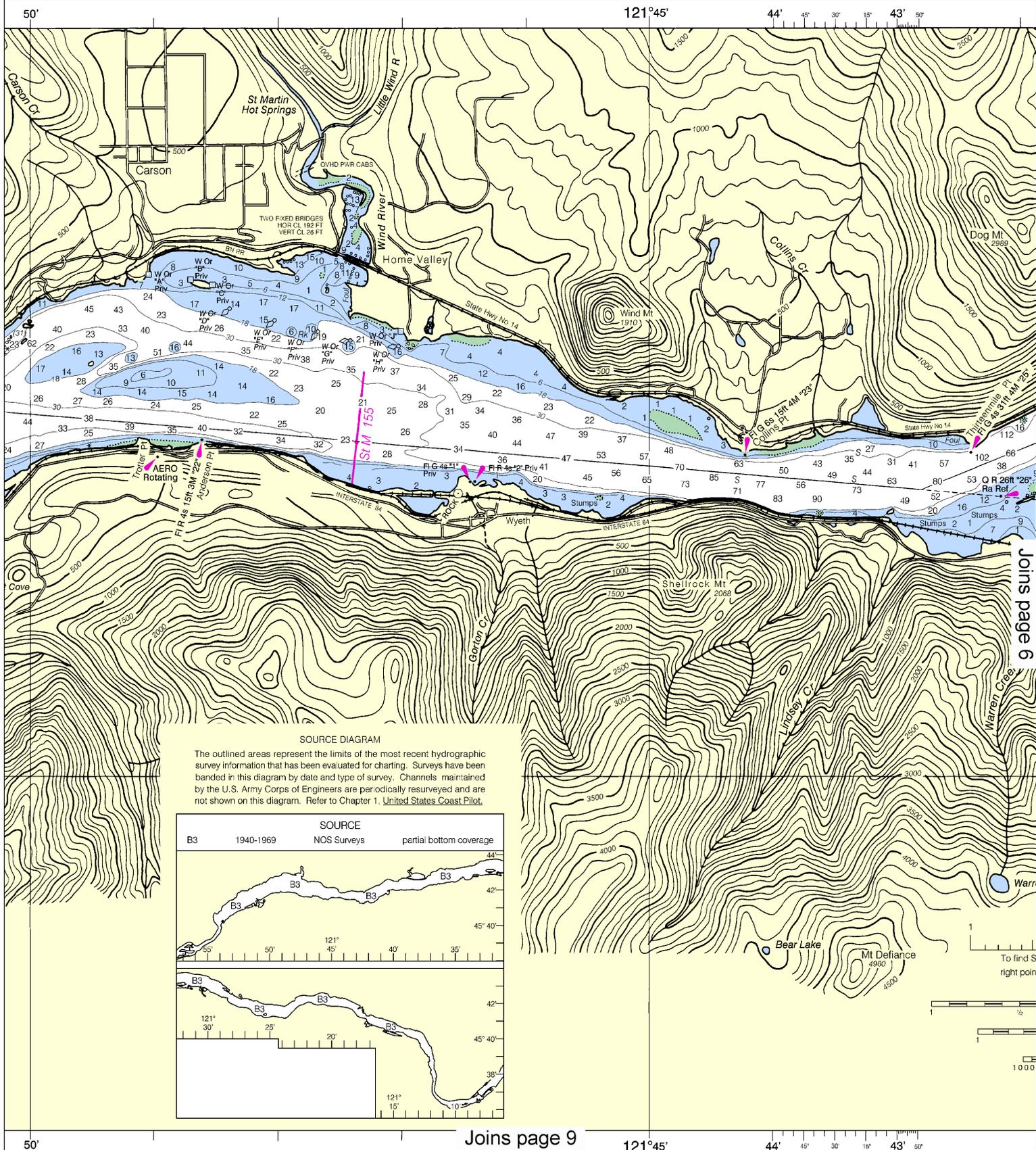
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	sa soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
Rocks that cover and uncover, with heights in feet above datum of soundings.			



Joins page 6

Joins page 9

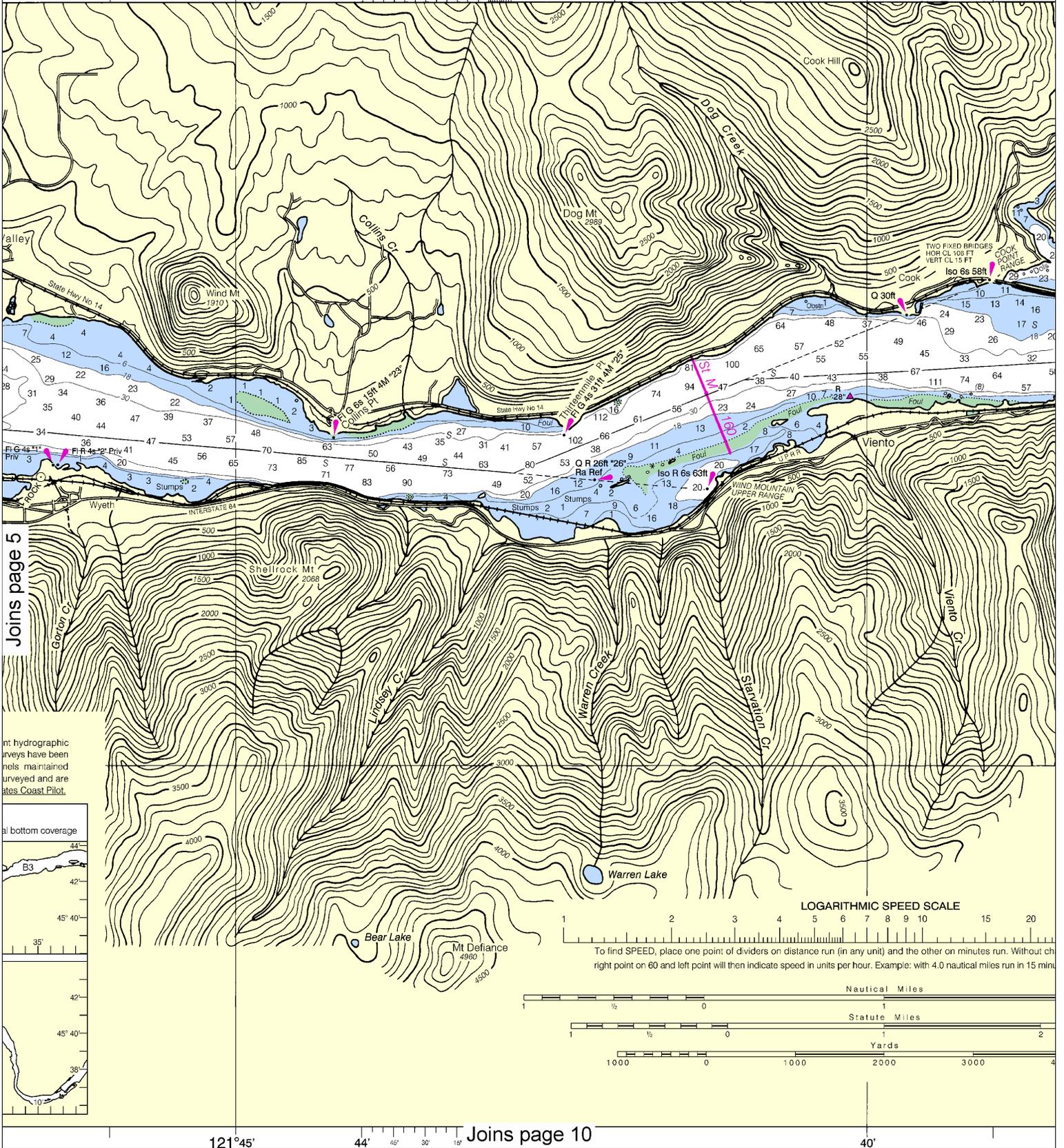
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



121°45'

44' 45' 30' 15' 43' 50'

40'



Joins page 5

Joins page 10

nt hydrographic
veys have been
nets maintained
urveyed and are
ates Coast Pilot.

al bottom coverage

B3

44'

45' 40'

35'

42'

45' 40'

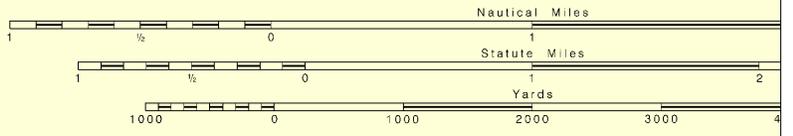
38'

10'

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without ch
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 min

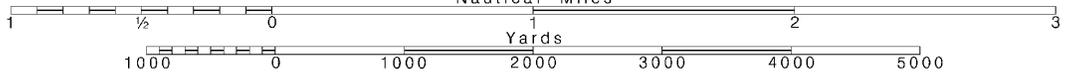


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

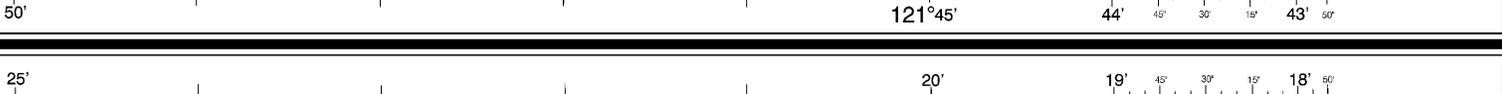
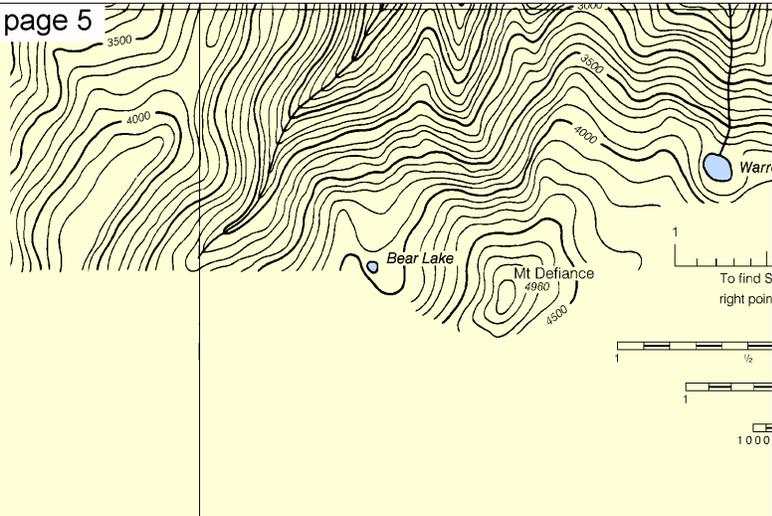
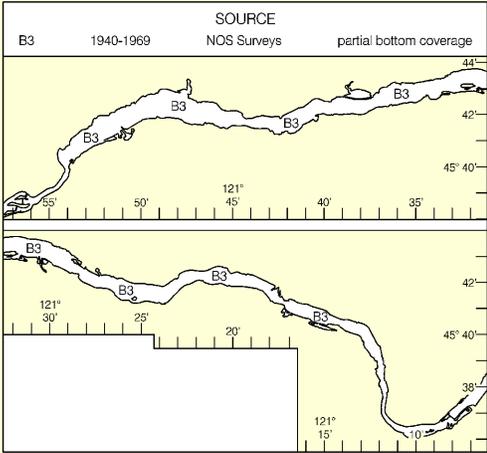
SCALE 1:40,000
Nautical Miles

See Note on page 5.



banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed; not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 5



PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides 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.
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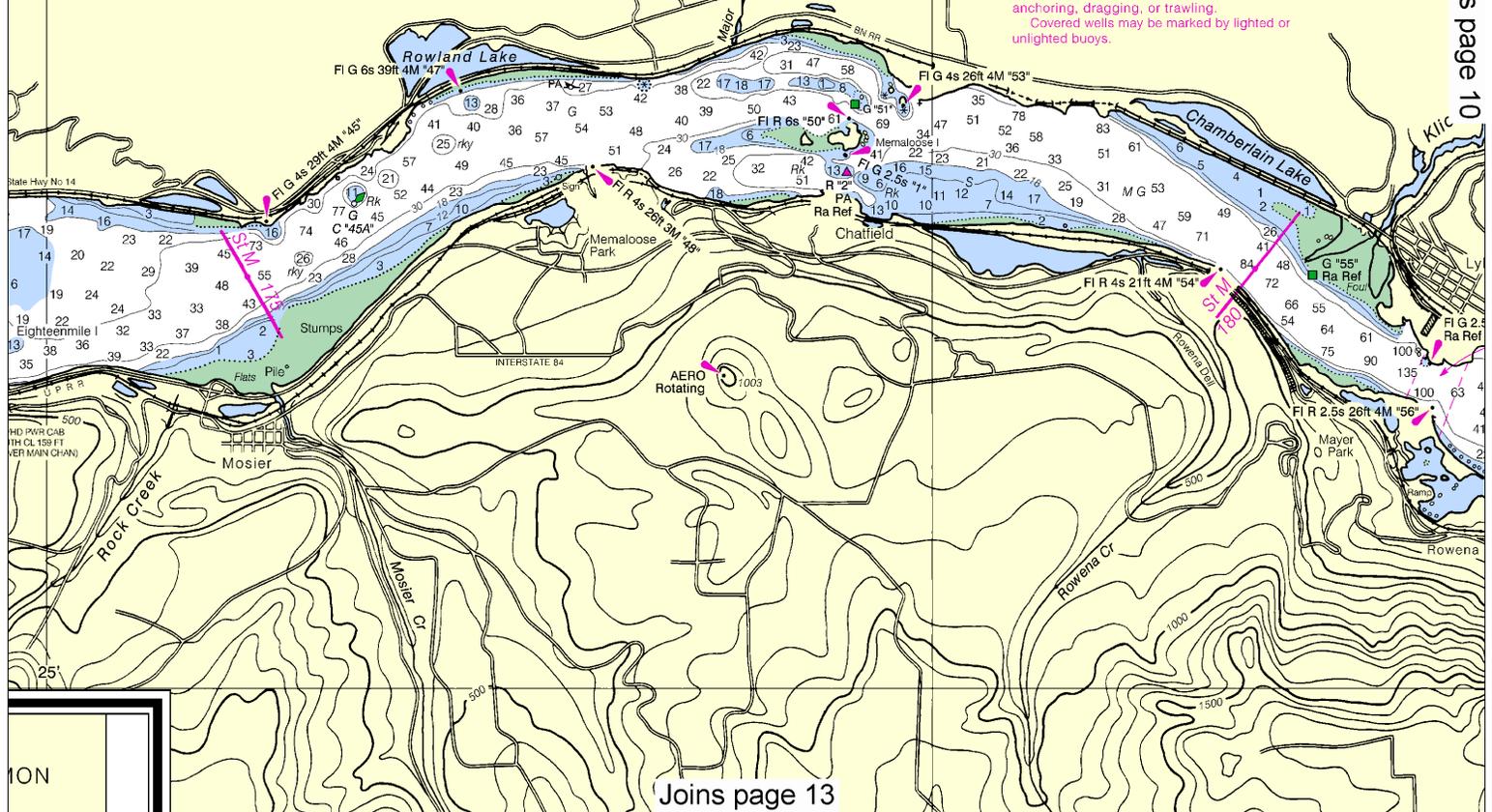
RADAR REFLECTORS
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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

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Navigation regulations in this chart are listed in the Notice to Mariners. For more information, contact the Office of the District Commander, Seattle, Washington. Refer to chart.

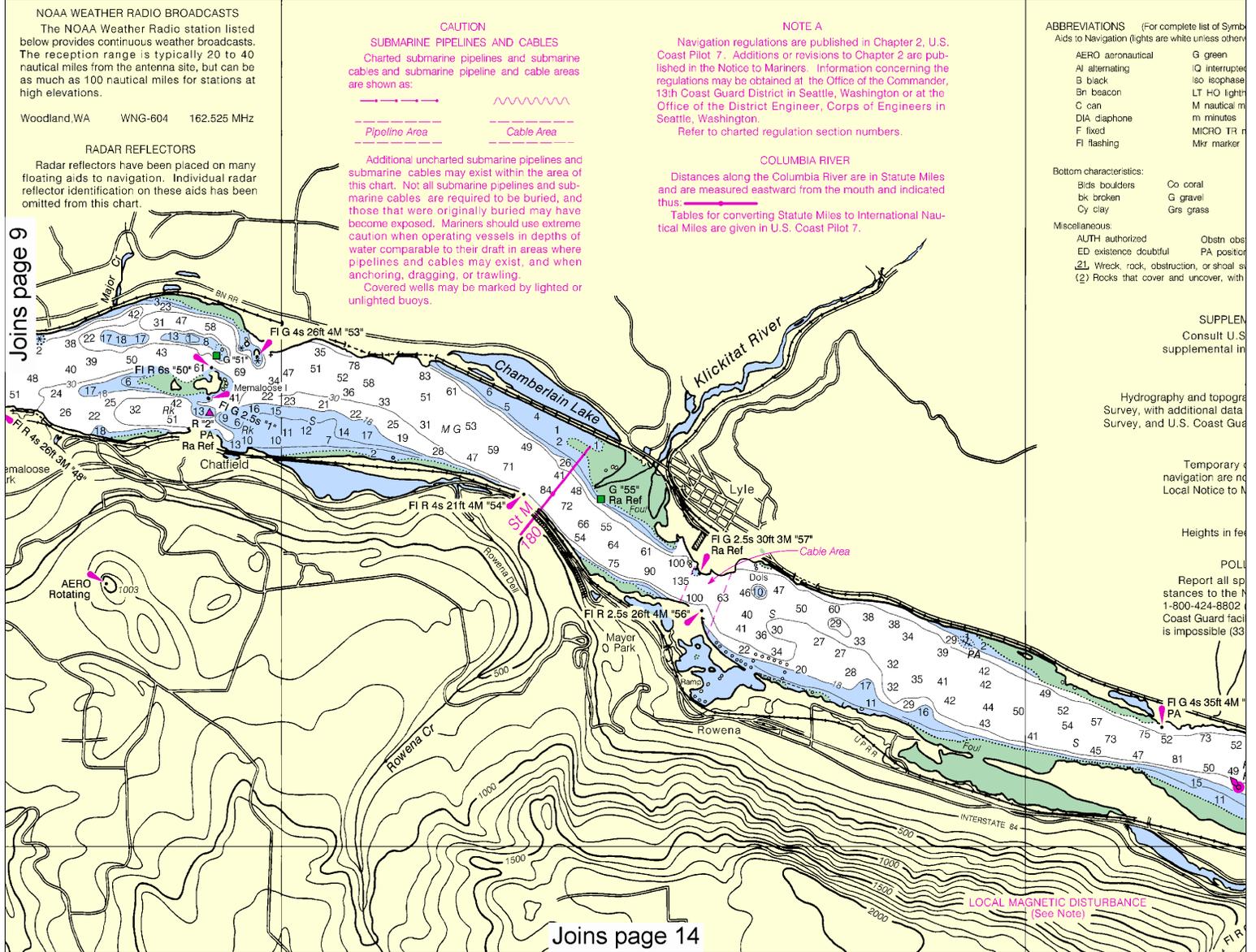
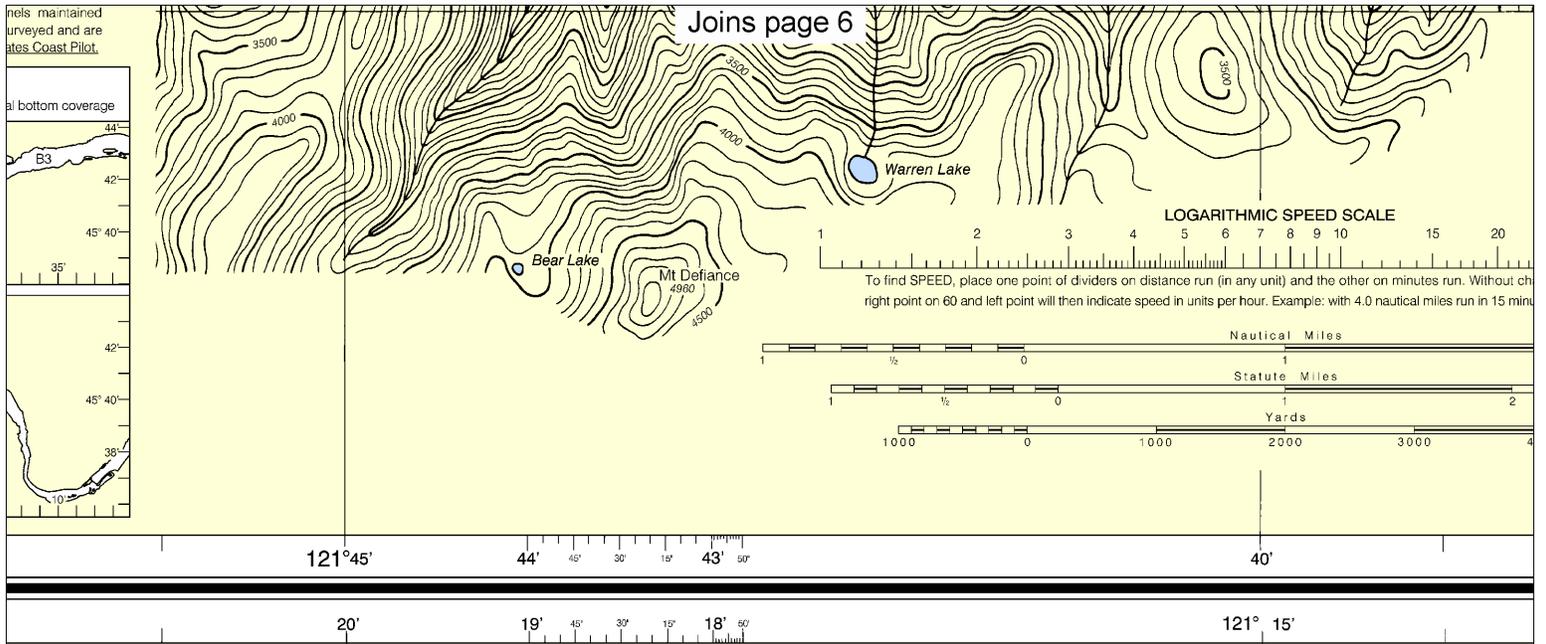
Distances along and across are measured in nautical miles. Tables for conversion are available in the back of this chart.



Joins page 13

Joins page 10

ION



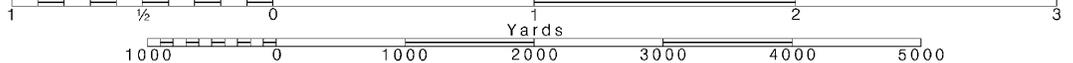
10

Note: Chart grid lines are aligned with true north.

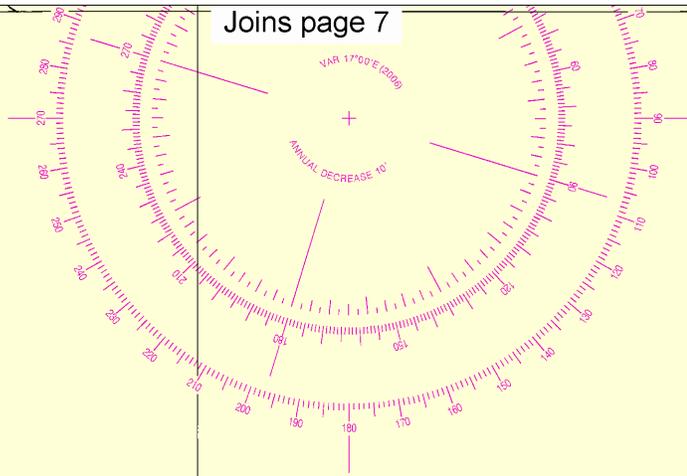
Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.

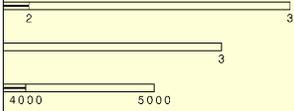


Joins page 7



25 30 40 50 60

changing divider spread, place
nutes, the speed is 16.0 knots.



35'

40'

10'

ymbols and Abbreviations, see Chart No. 1.)
nwise indicated):

ed quick	Mo more code	R TR radio tower
ee	N nun	Rot rotating
hthouse	OBSC obscured	s seconds
mile	Oc occulting	SEC sector
	Or orange	SI M statute miles
	Q quick	VQ very quick
microwave tower	R red	W white
r	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

gy gray	Oys oysters	so soft
h hard	Rk rock	Sh shells
M mud	S sand	sy sticky

struction PD position doubtful Subm submerged
on approximate Rep reported
swept clear to the depth indicated
th heights in feet above datum of soundings.

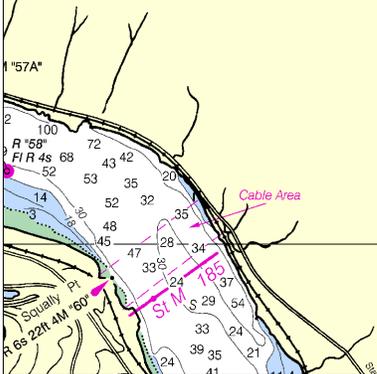
EMENTAL INFORMATION
S. Coast Pilot 7 for important
information.

AUTHORITIES
graphy by the National Ocean Service, Coast
a from the Corps of Engineers, Geological
uard.

CAUTION
y changes or defects in aids to
not indicated on this chart. See
Mariners.

HEIGHTS
feet above Mean High Water.

LLUTION REPORTS
pills of oil and hazardous sub-
National Response Center via
2 (toll free), or to the nearest U.S.
cility if telephone communication
3 CFR 153).



UNITED STATES - WEST COAST
OREGON AND WASHINGTON

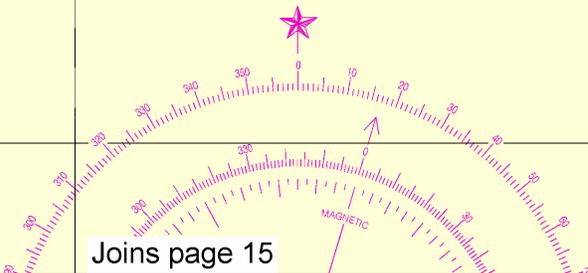
COLUMBIA RIVER

BONNEVILLE TO THE DALLES

Mercator Projection
Scale 1:40,000 at Lat 45° 41'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
Additional information can be obtained at nauticalcharts.noaa.gov.

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.



Joins page 15

42'

45'

30'

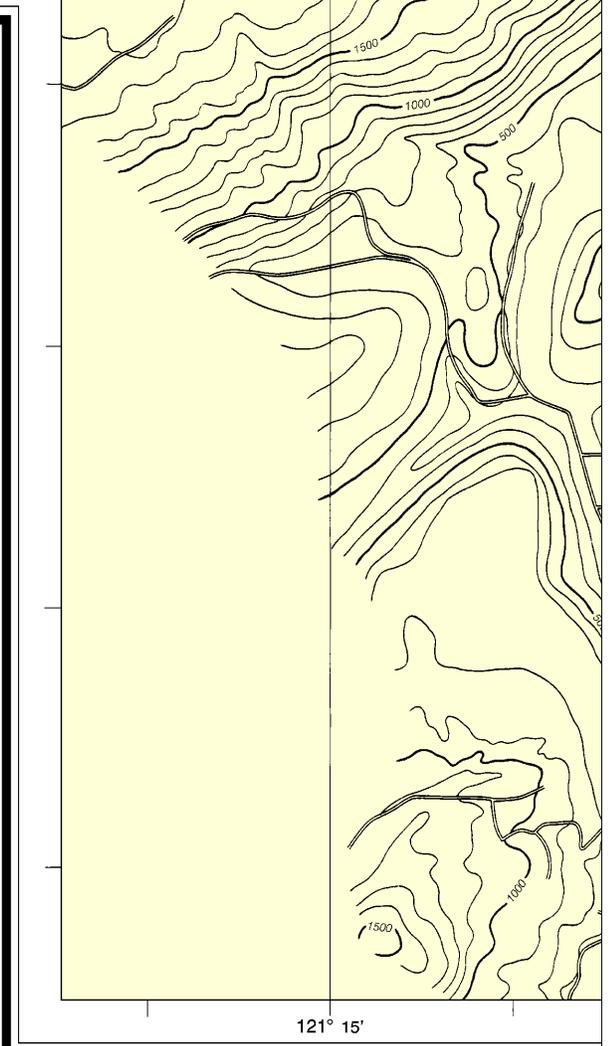
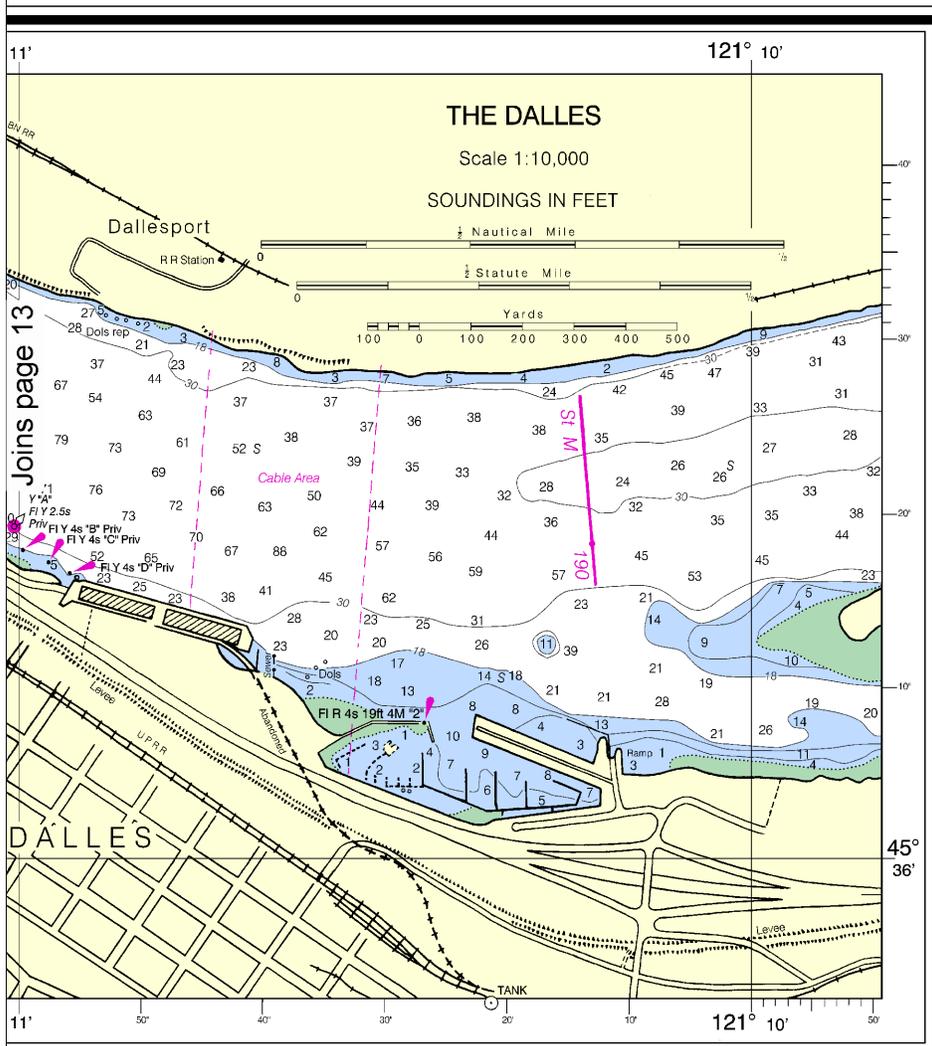
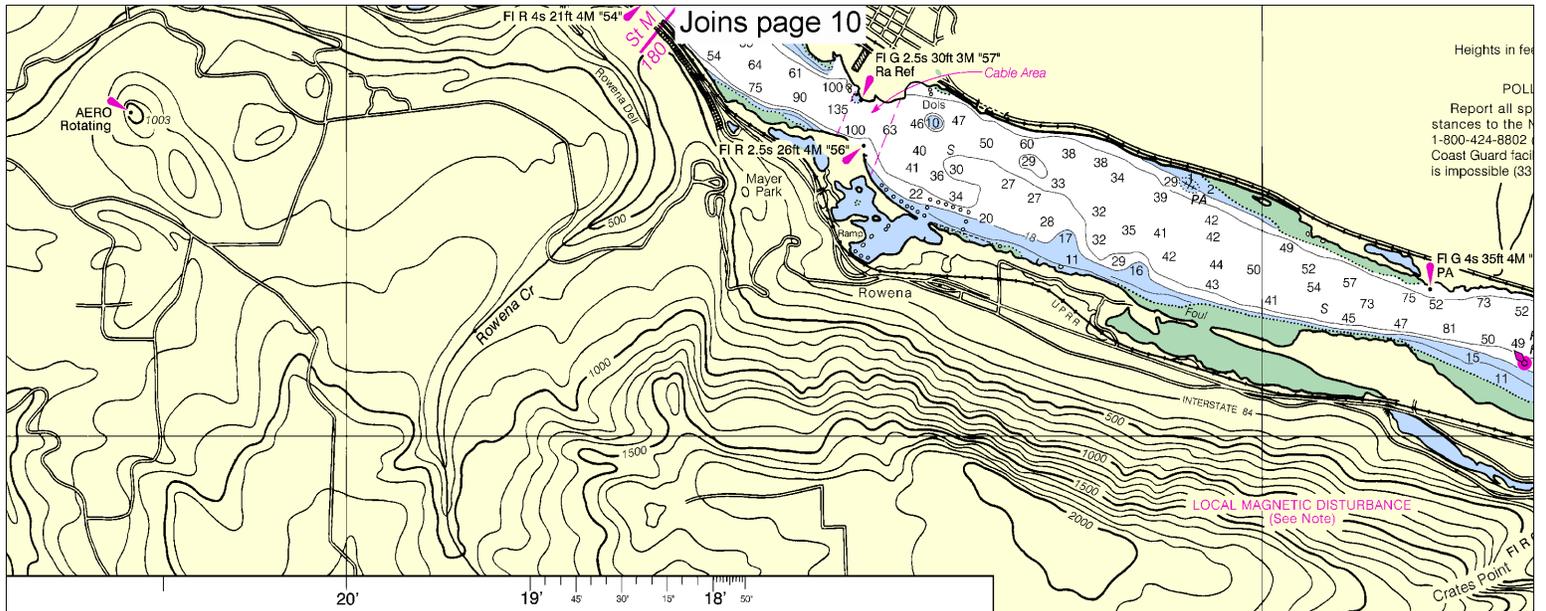
15'

41'

50'

45°

40'



FEET

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

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.

FATHOMS
FEET
METERS

14

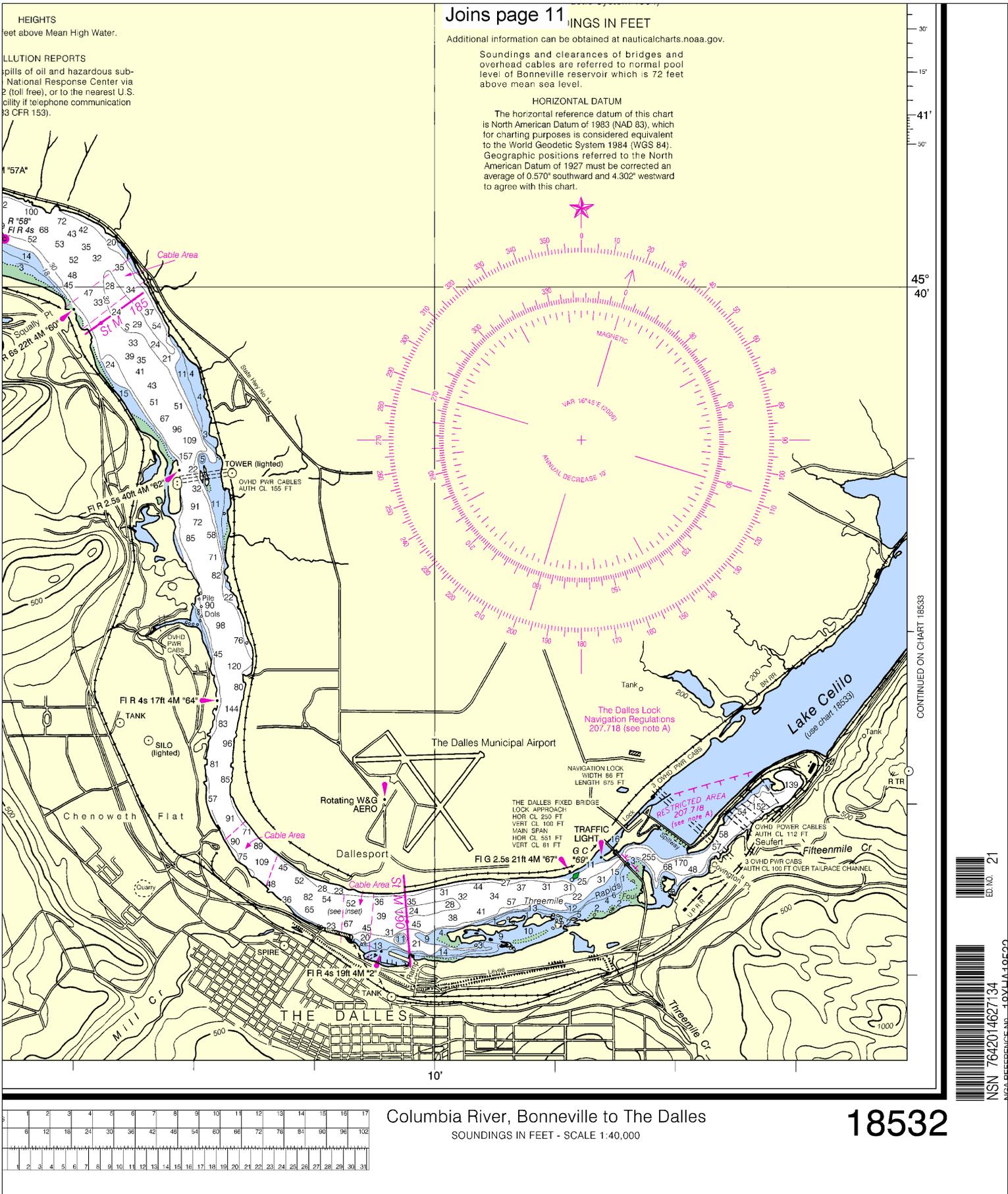
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

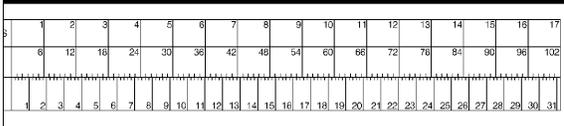
See Note on page 5.

1 1/2 0 2 3
 Yards
 1000 0 1000 2000 3000 4000 5000



CONTINUED ON CHART 18533

ED. NO. 21
 NSN 7642014627134
 NOAA PRECEDENCE NO. 140VLA10E00



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

18532



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>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

