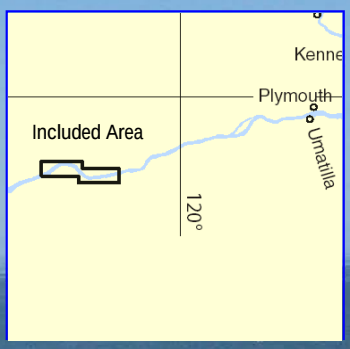
BookletChart™

Columbia River – John Day Dam to Blalock

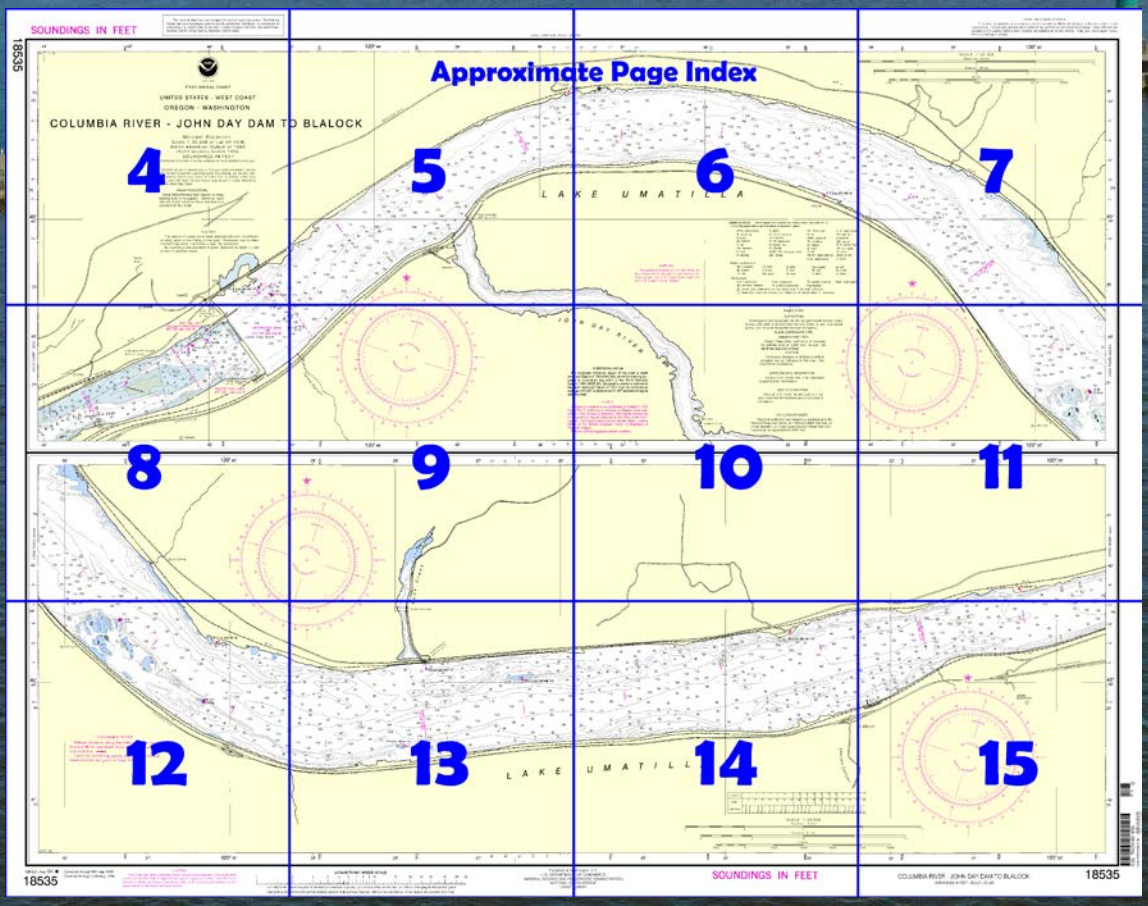
NOAA Chart 18535

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.

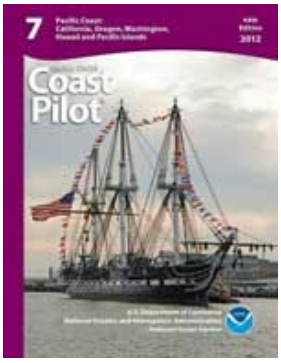
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=18535.



(Selected Excerpts from Coast Pilot)
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** provides slack water navigation with a controlling depth of 14 feet for 22 (25.3) miles upstream to the John Day Dam. Depths and clearances are at **normal pool level.**

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

A fixed highway bridge across the downstream approach to the lock at The Dalles Dam has a clearance of 100 feet.

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. The 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.

On the Oregon side just S of Miller Island is **Deschutes River**, crossed by a fixed bridge with clearance of 20 feet. Small craft occasionally seek shelter here during unfavorable weather.

The **Biggs Bridge**, 13.6 (17) miles above The Dalles Dam, has a clearance of 88 feet at the center of the fixed highway span. The bridge joins **Maryhill**, WA, and **Biggs Junction,** OR.

John Day Dam, 188 (216.3) miles above the mouth of the Columbia and 21 miles above The Dalles Dam, has a single lift lock with a vertical lift of about 105 feet. **Restricted areas** are above and below the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of John Day Dam.) Depths and overhead clearances are at **normal pool level**.

The rock awash near the E approach to John Day Locks in 45°43'25"N., 120°41'20"W. is marked by a light and sign; mariners are urged to exercise caution when passing N of Lake Umatilla Lighted Buoy 2, so as to avoid being carried to the NW and striking the rock awash.

Lake Umatilla, the pool created by John Day Dam, extends 65 (75) miles to McNary Dam. Depths are generally great, but there are many shoals. The winding channel through the lake has a controlling depth of about 19 feet and is marked by aids to navigation. The chart is the best guide. An overhead power cable with a clearance of 95 feet is about 41 (47.2) miles above John Day Dam.

John Day River is 2.3 miles above John Day Dam on the S side of the Columbia. Just S of the highway bridges over the entrance to the river is the **John Day River Recreation Area.** There are floats here for about 40 craft and a launching ramp. The fixed highway bridges have a clearance of 19 feet.

At **Boardman**, 45.6 (52.5) miles above the John Day Dam, there is a small-craft basin protected by a stone breakwater and a jetty. Berths and a launching ramp are available here.

There are 2 woodchip docks, a general cargo dock, and a grain elevator dock at a port about 1.2 miles NE of the small-craft basin at Boardman. A grain elevator dock and barge loading pier is on the Oregon side of the river, about 3 miles NW of Irrigon, OR.

Umatilla is on the Oregon side 62 (71.3) miles above the John Day Dam. There is a small-craft basin about 500 yards W of the highway bridge. The E side of the entrance is marked by a light. About 125 covered and uncovered berths, electricity, gasoline, diesel fuel, water, and ice are available. A concrete launching ramp is at the basin.

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

HEIGHTS
Heights in feet.

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

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

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.

Mercator Projection
Scale 1:20,000 at Lat 45°43'N
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

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 0.545" southward and 4.195" westward to agree with this chart.

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).

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

COLUMBIA RIVER
Mileage distances along the Columbia River are in Statute Miles eastward from the mouth and are indicated thus: —•—
Tables for converting statute miles to International Nautical miles are given in Coast Pilot 7.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

Soundings and clearances of bridges and overhead cables refer to the respective normal pool elevations, which are 160 feet above mean sea level in Lake Celilo below John Day Dam and 265 feet above mean sea level in Lake Umatilla above John Day Dam.

CAUTION
The depths of water have been determined from conditions existing prior to the filling of the pool. Shallower depths than charted may exist, particularly near the shoreline.
No soundings are available in areas depicted by depth curves except in isolated cases.

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:

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

Miscellaneous:

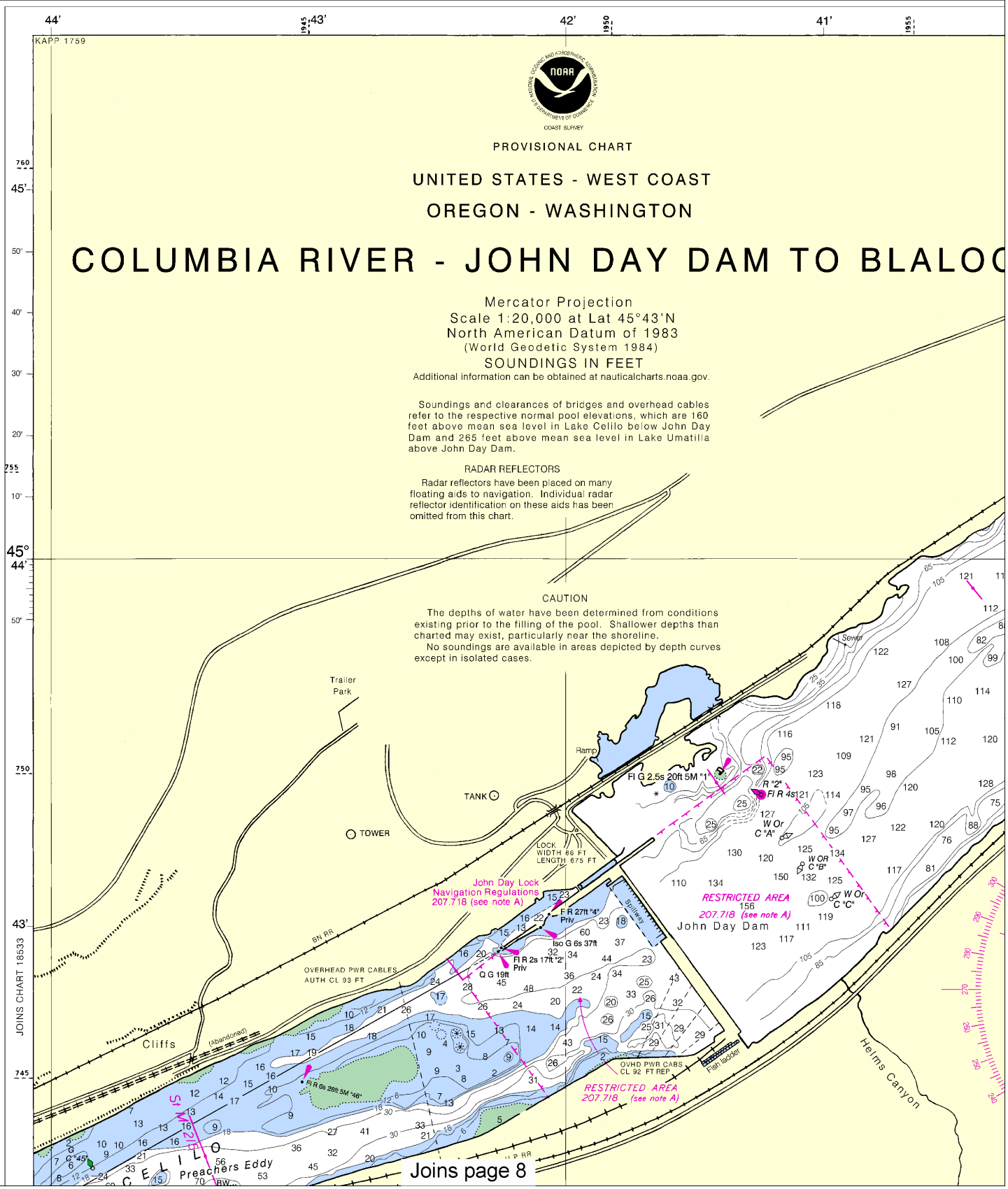
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(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 soundings.

18535

SOUNDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



Joins page 8

4

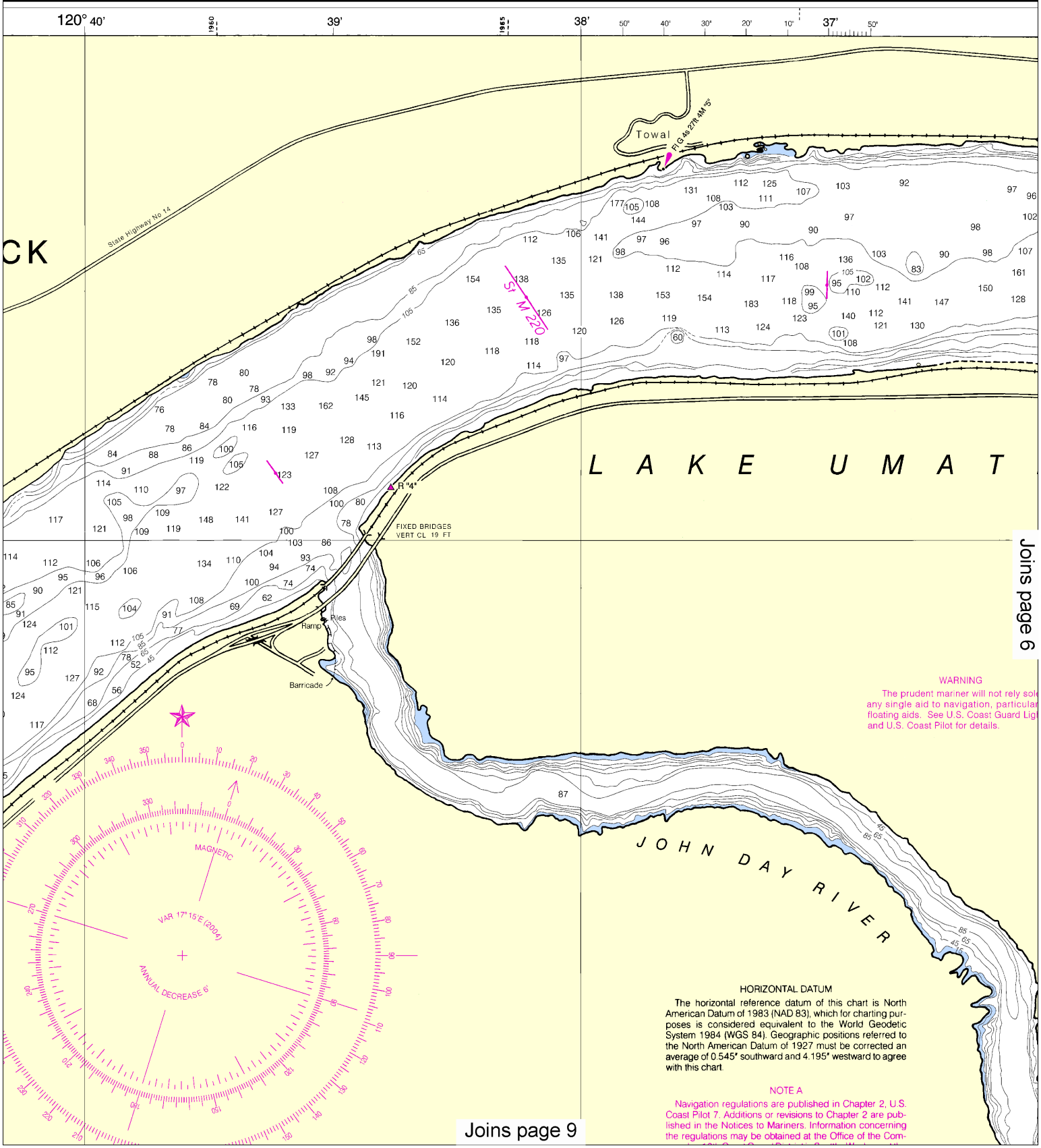
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Formerly C&GS 6159, 1st Ed., Jan. 1961

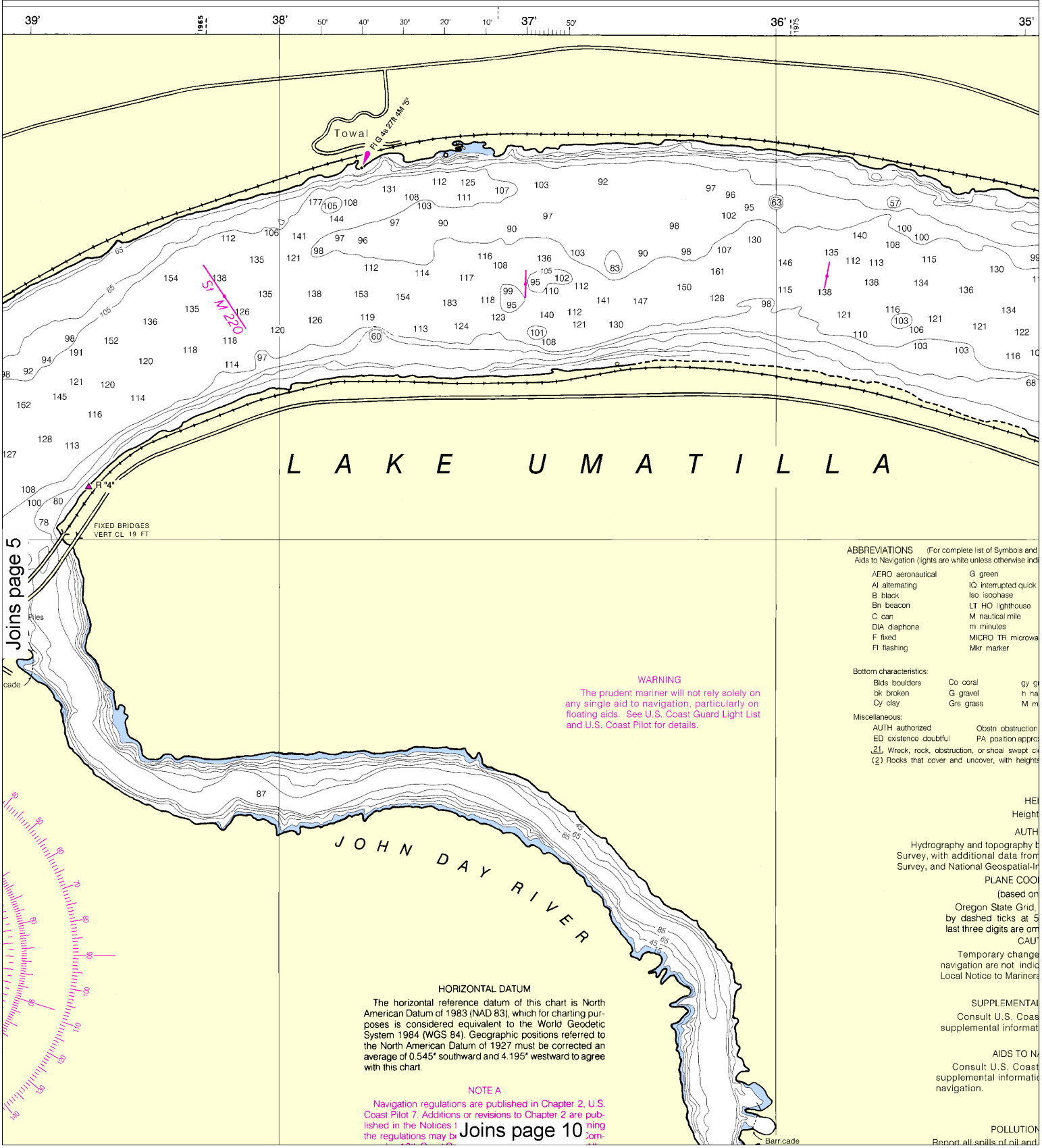


Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 6159, 1st Ed., Jan. 1961



Note: Chart grid lines are aligned with true north.

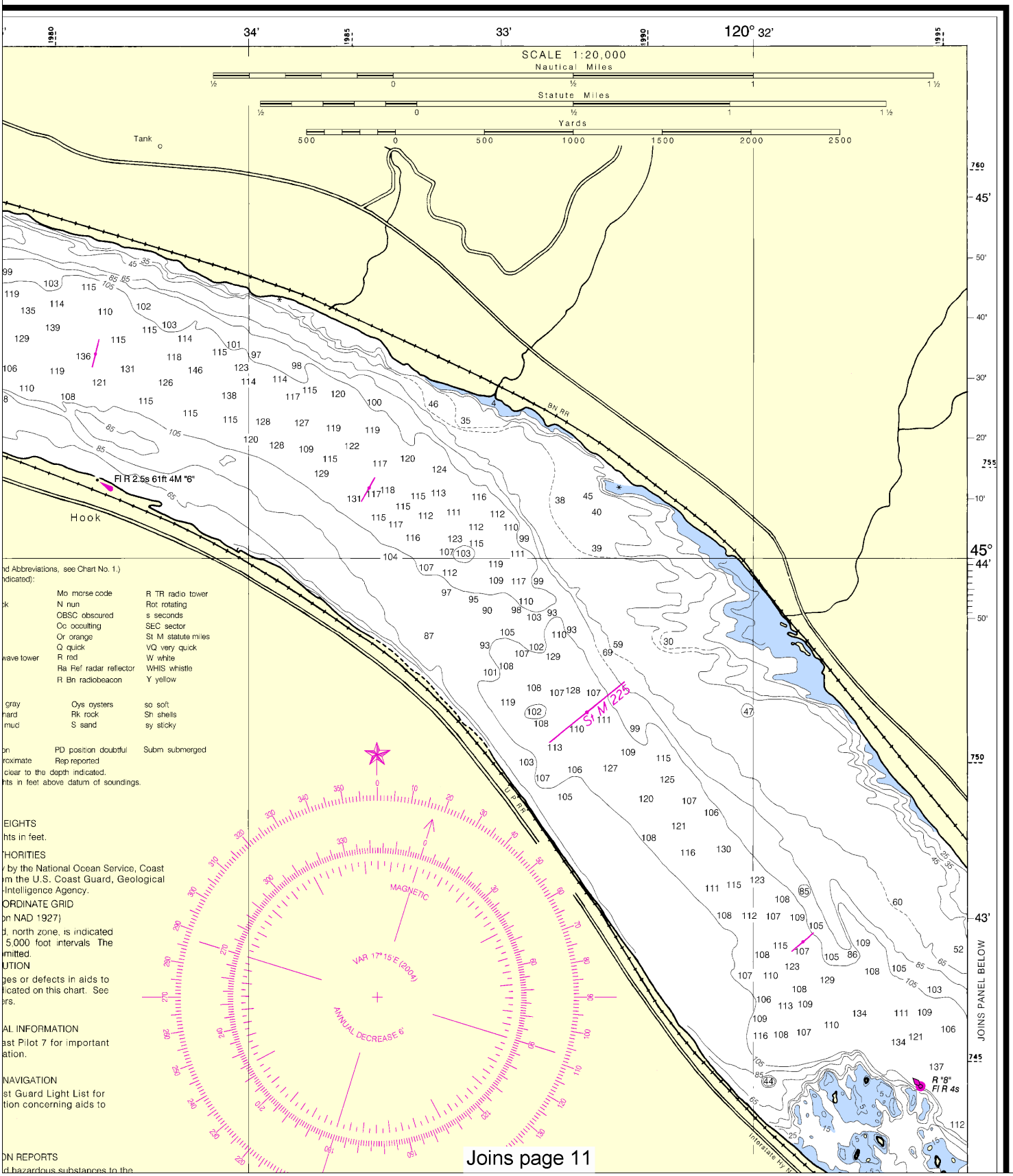
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

PRINT-ON-DEMAND CHARTS

This chart is available in a version 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.



Mo morse code — R TR radio tower
N nun — Rot rotating
OBSC obscured — s seconds
Oc occulting — SEC sector
Or orange — St M statute miles
Q quick — VQ very quick
R red — W white
Ra Ref radar reflector — WHIS whistle
R Bn radiobeacon — Y yellow

gray — Oys oysters — so soft
hard — Rk rock — Sh shells
mud — S sand — sy sticky

on — PD position doubtful — Subm submerged
roximate — Rep reported
clear to the depth indicated.
hts in feet above datum of soundings.

EIGHTS
hts in feet.

THORITIES
by the National Ocean Service, Coast
m the U.S. Coast Guard, Geological
Intelligence Agency.

ORDINATE GRID
on NAD 1927)
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NAVIGATION
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ON REPORTS
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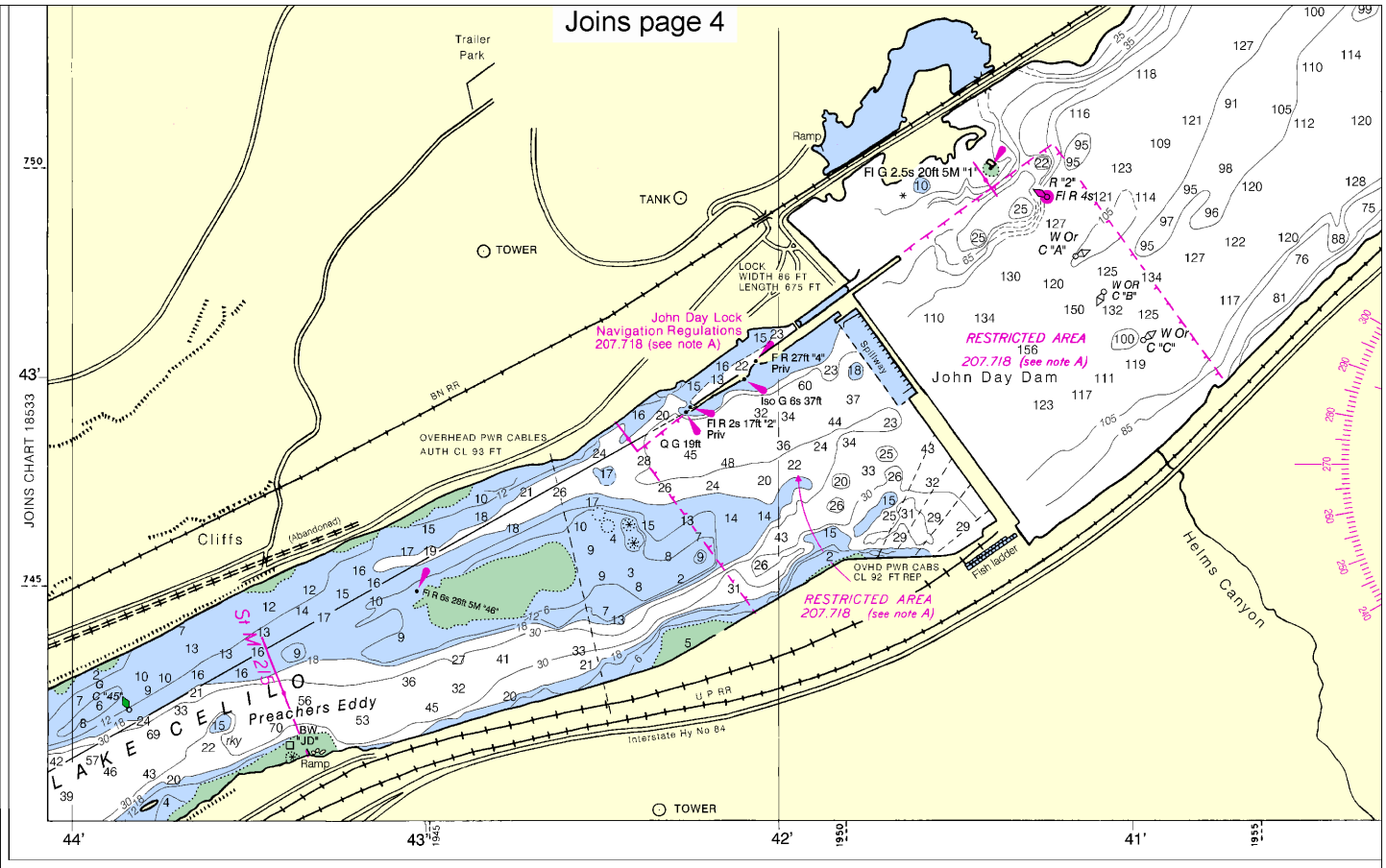
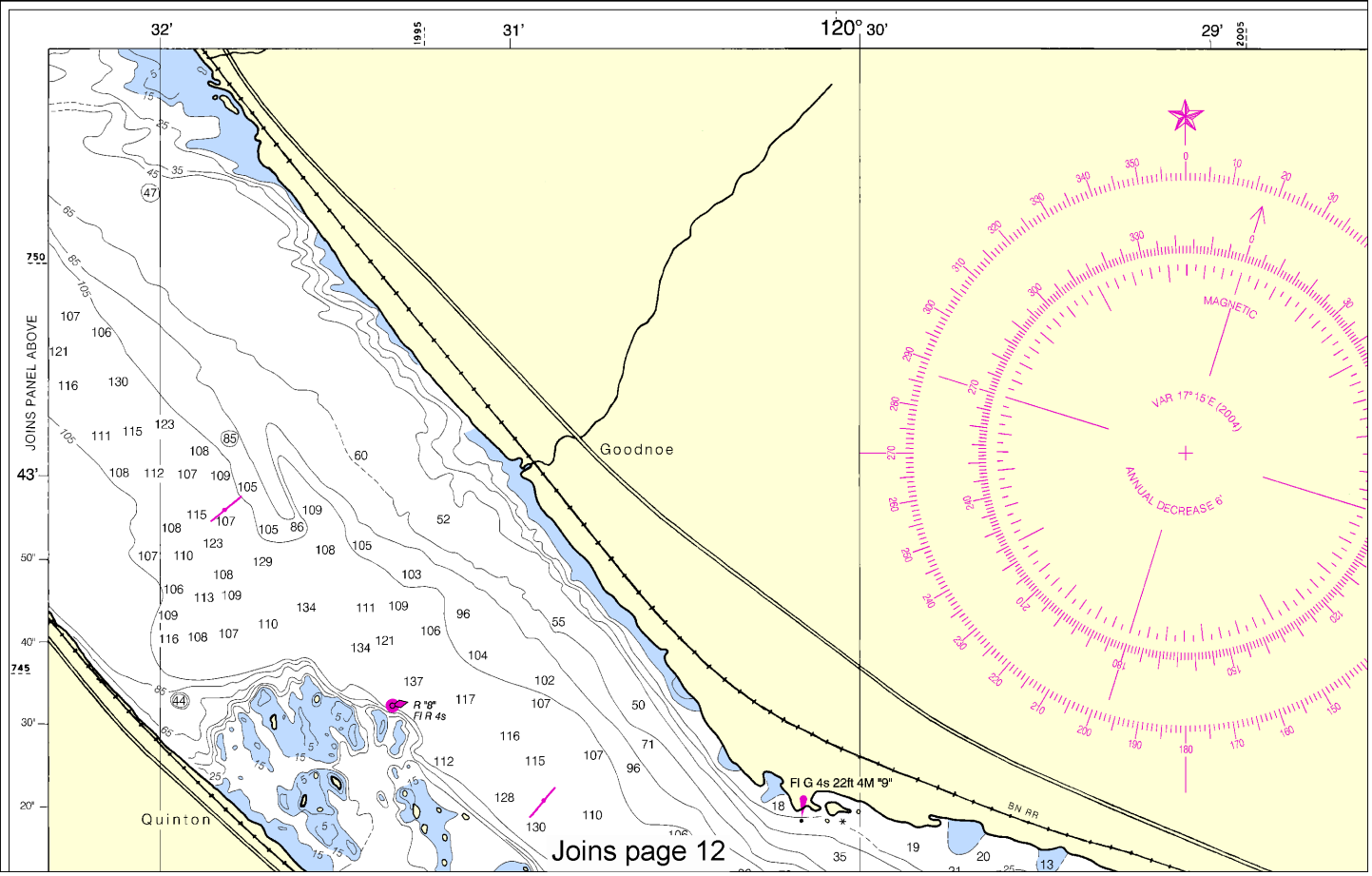
Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.





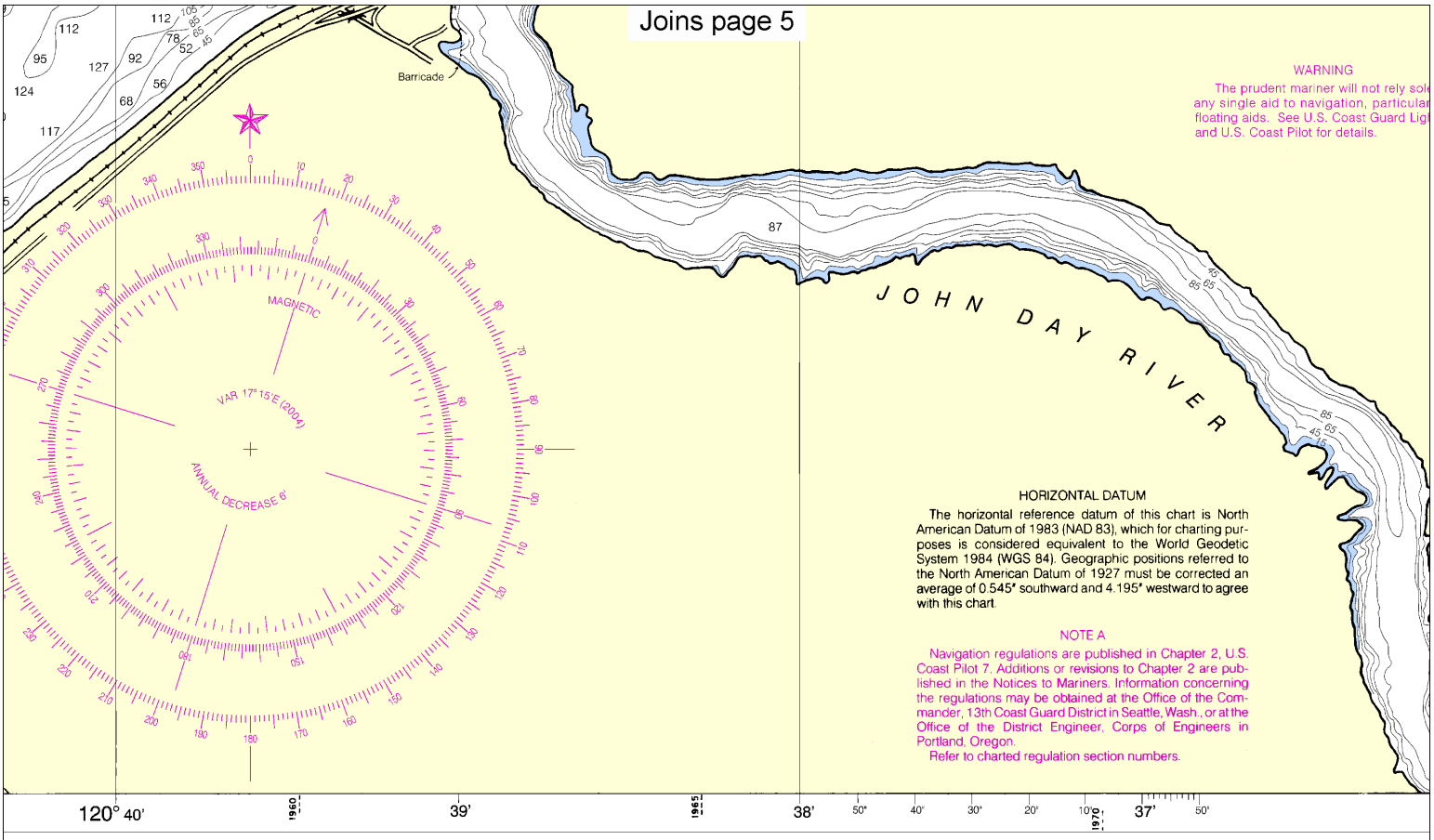
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Note: Chart grid lines are aligned with true north.

Joins page 5



WARNING

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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 0.545″ southward and 4.195″ westward to agree with this chart.

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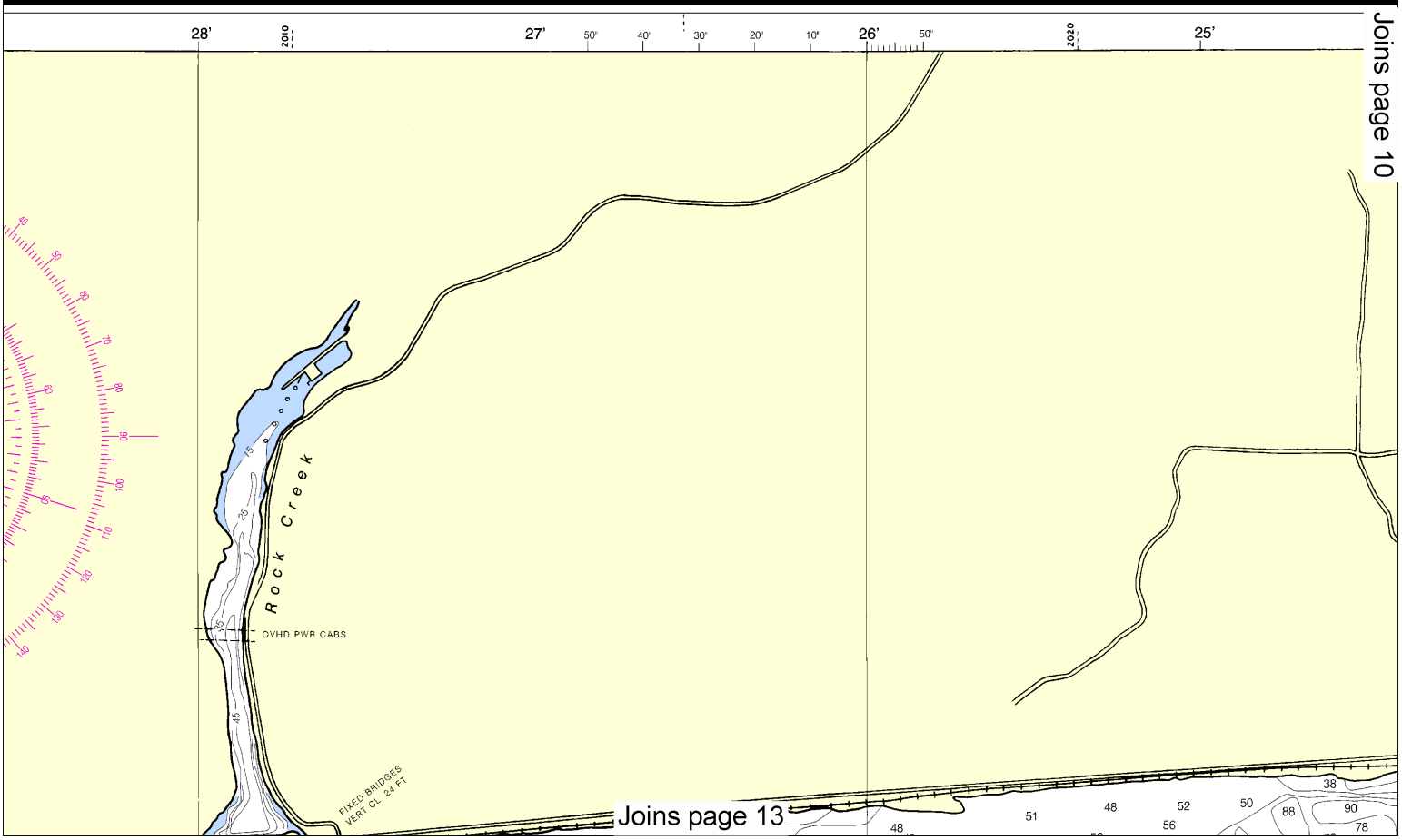
Refer to charted regulation section numbers.



Joins page 10

Joins page 13

Joins page 6

F fixed
Fl flashing
MICRO TR microwa
Mkr marker

Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy g
h ha
M m

Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position appro
21 Wreck, rock, obstruction, or shoal swept cl
(2) Rocks that cover and uncover, with height

HE
Height

AUTH
Hydrography and topography b
Survey, with additional data from
Survey, and National Geospatial-In

PLANE COO
(based on
Oregon State Grid,
by dashed ticks at 5
last three digits are om

CAU
Temporary change
navigation are not indic
Local Notice to Mariners

SUPPLEMENTAL
Consult U.S. Coas
supplemental informat

AIDS TO NA
Consult U.S. Coast
supplemental informatic
navigation.

POLLUTION
Report all spills of oil and
National Response Center via
to the nearest U.S. Coast Gua
munication is impossible (33

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.

JOHN DAY RIVER

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HORIZONTAL DATUM

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Refer to charted regulation section numbers.

Barricade
OVHD PWR CAB

39' 38' 37' 36' 35'

Joins page 9

27' 26' 25' 24'

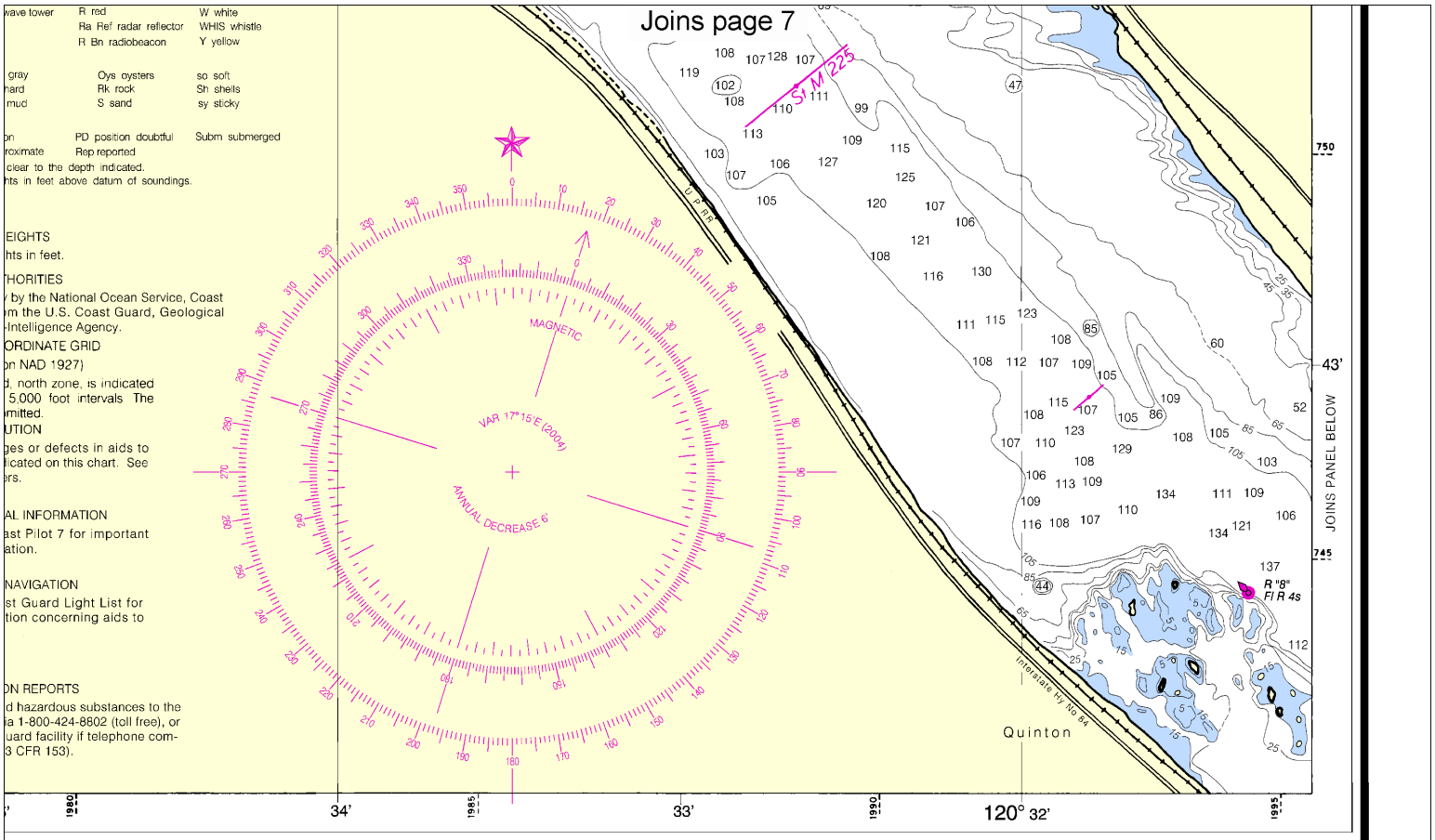
Joins page 14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 7
wave tower
R red
Ra Ref radar reflector
R Bn radiobeacon
W white
WHIS whistle
Y yellow
gray
hard
mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
on
roximate
PD position doubtful
Rep reported
Subm submerged
clear to the depth indicated.
hts in feet above datum of soundings.
EIGHTS
hts in feet.
HORITIES
by the National Ocean Service, Coast
m the U.S. Coast Guard, Geological
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ORDINATE GRID
on NAD 1927)
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NAVIGATION
st Guard Light List for
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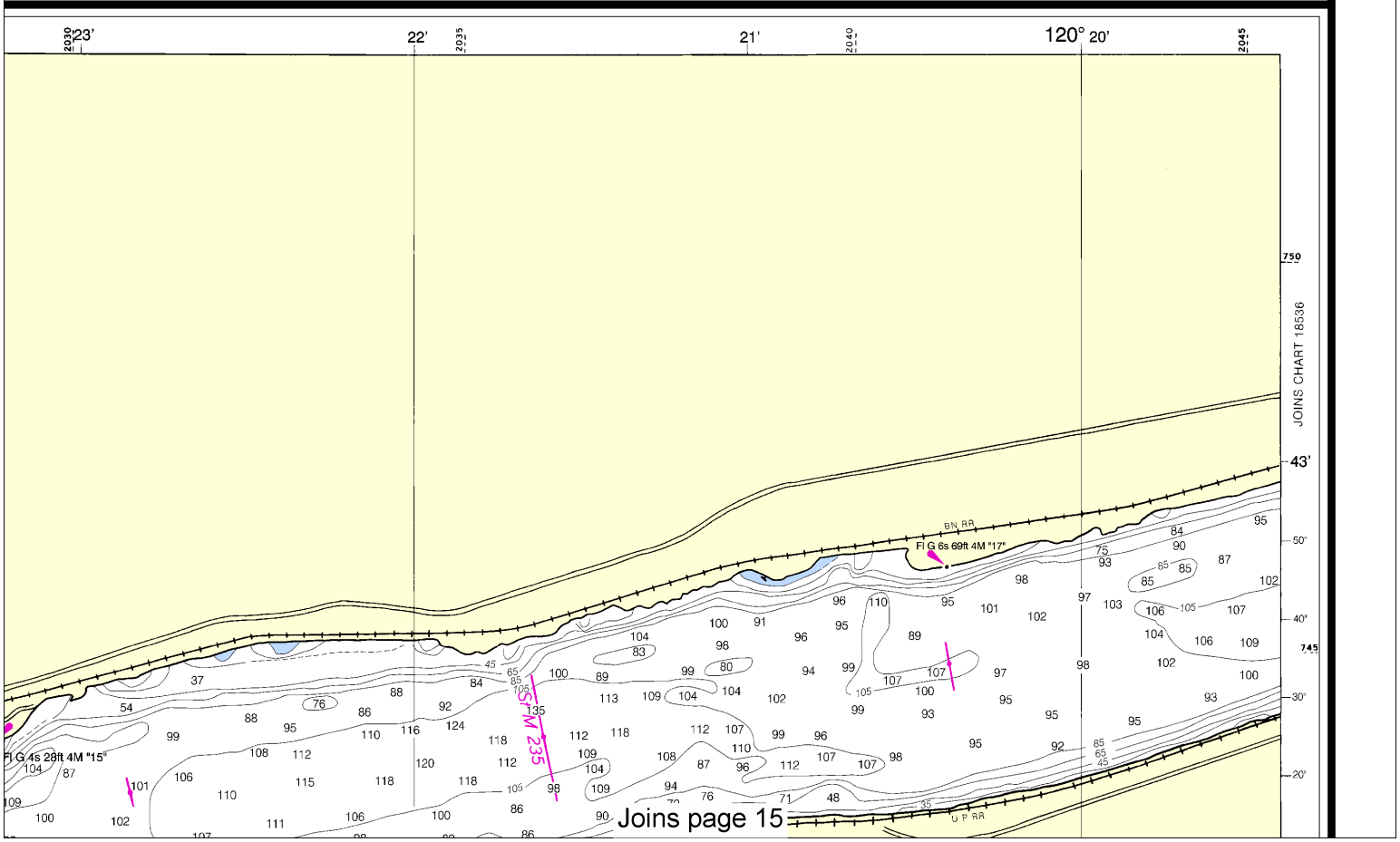
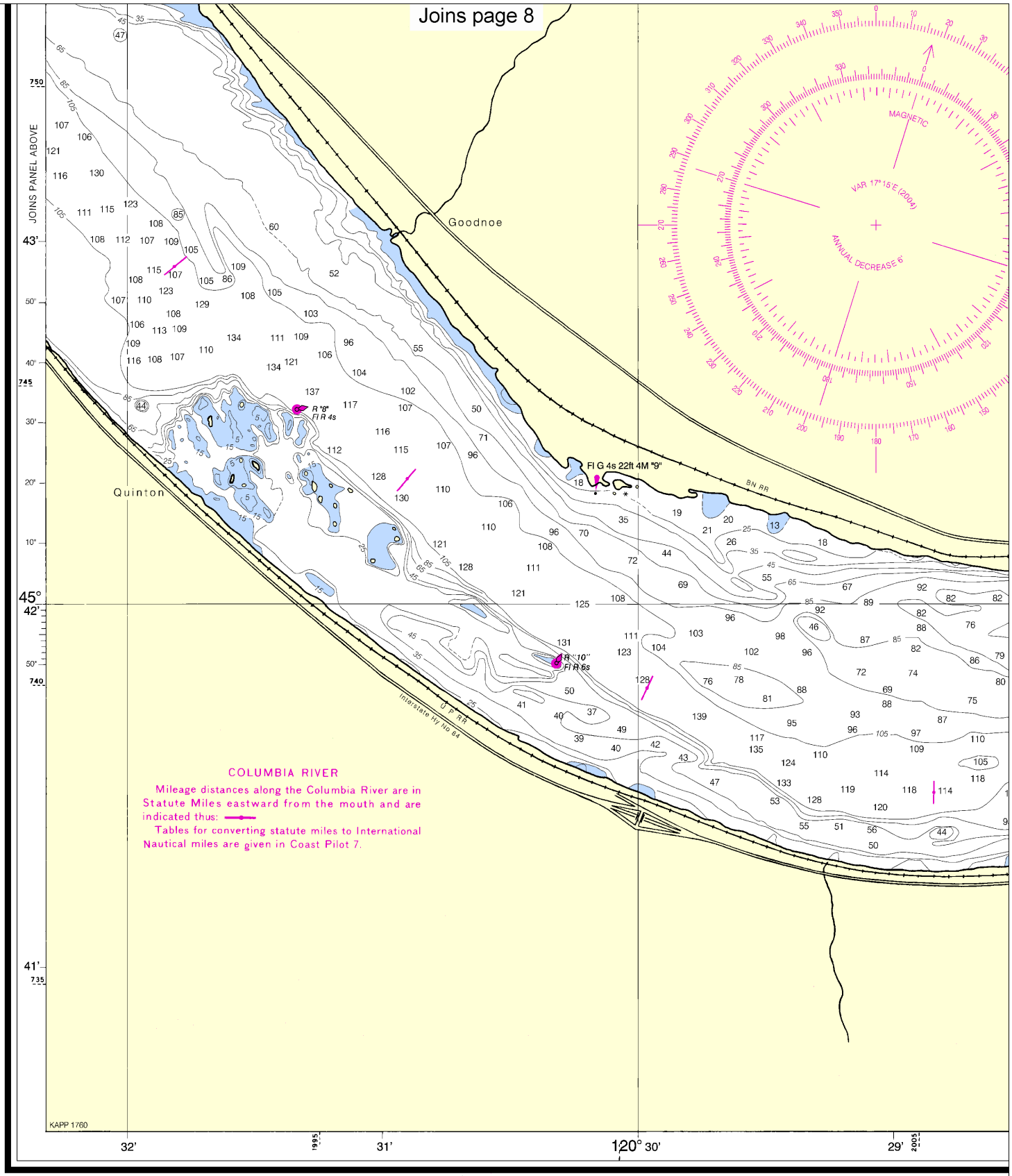
ON REPORTS
d hazardous substances to the
ia 1-800-424-8802 (toll free), or
uard facility if telephone com-
3 CFR 153).
MAGNETIC
VAR 17° 15'E (2004)
ANNUAL DECREASE 6'
St M 225
U P RR
Interstate Hy No 84
Quinton
R "8"
Fl R 4s
JOINS PANEL BELOW
43'
34'
33'
120° 32'


23'
22'
21'
120° 20'
JOINS CHART 18536
43'
BN RR
Fl G 6s 69ft 4M "17"
Fl G 4s 28ft 4M "15"
St M 235
U P RR
Joins page 15



12th Ed., Aug./04 ■ Corrected through NM Aug. 14/04
Corrected through LNM Aug. 3/04

18535

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

LOGARIT
1 2 3 4 5 6
To find SPEED, place one point of dividers on distance run (in
right point on 60 and left point will then indicate speed in units pe

12

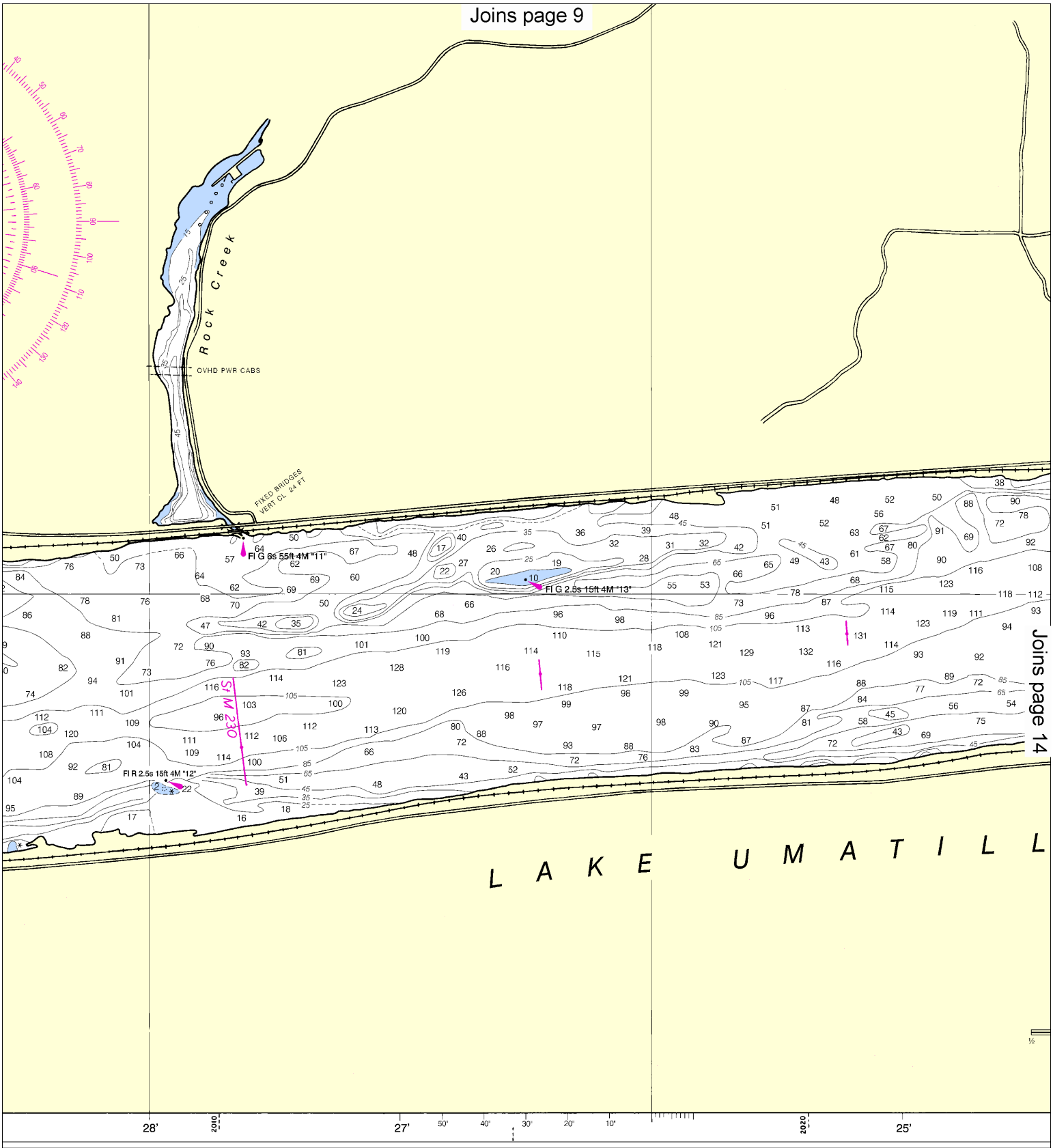
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500

Joins page 9



Joins page 14

ITHMIC SPEED SCALE

6 7 8 9 10 15 20 25 30 40 50 60

(in any unit) and the other on minutes run. Without changing divider spread, place per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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

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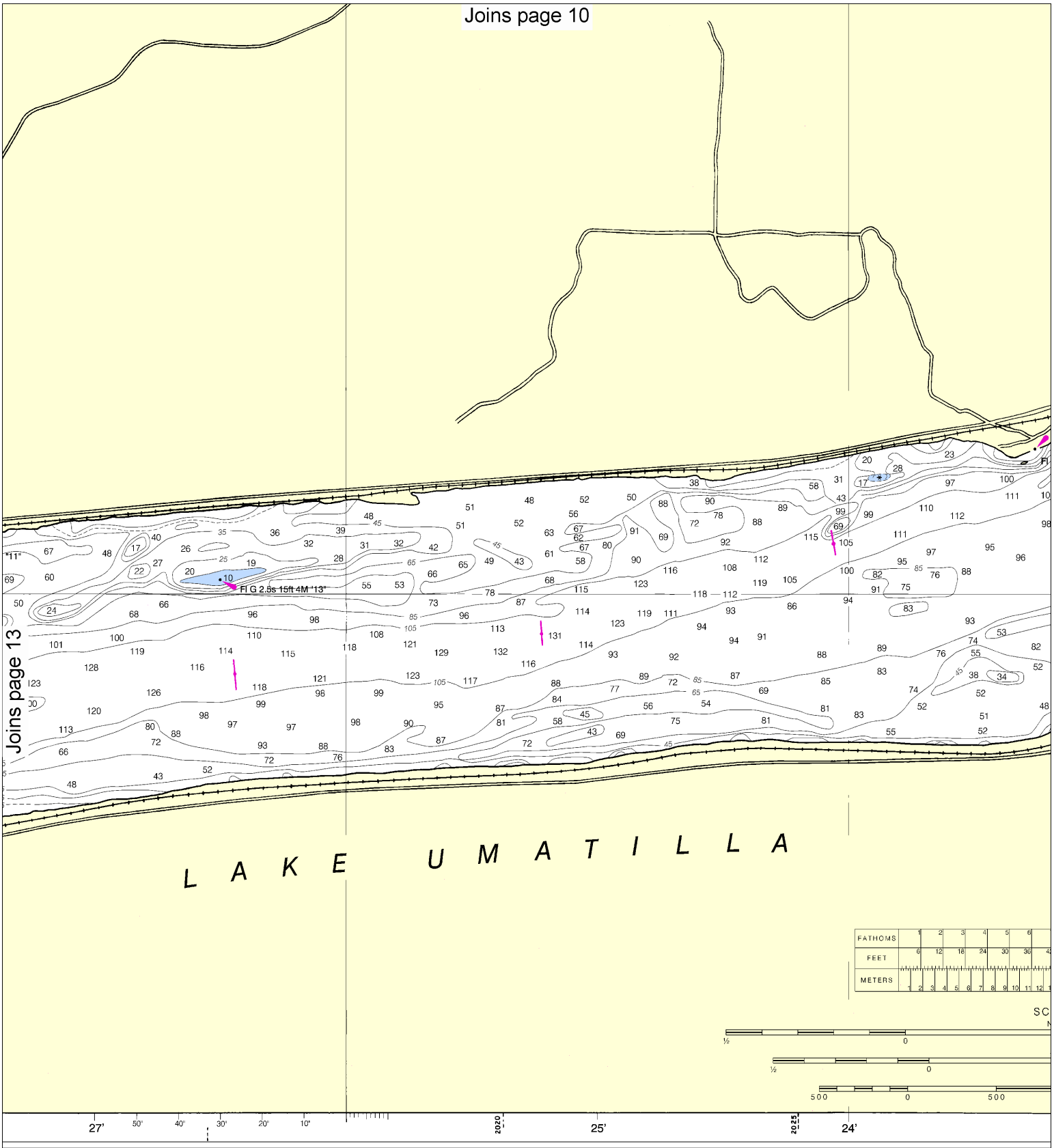
Joins page 13



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

SOUNDINGS IN

50 60
place
knots.

14

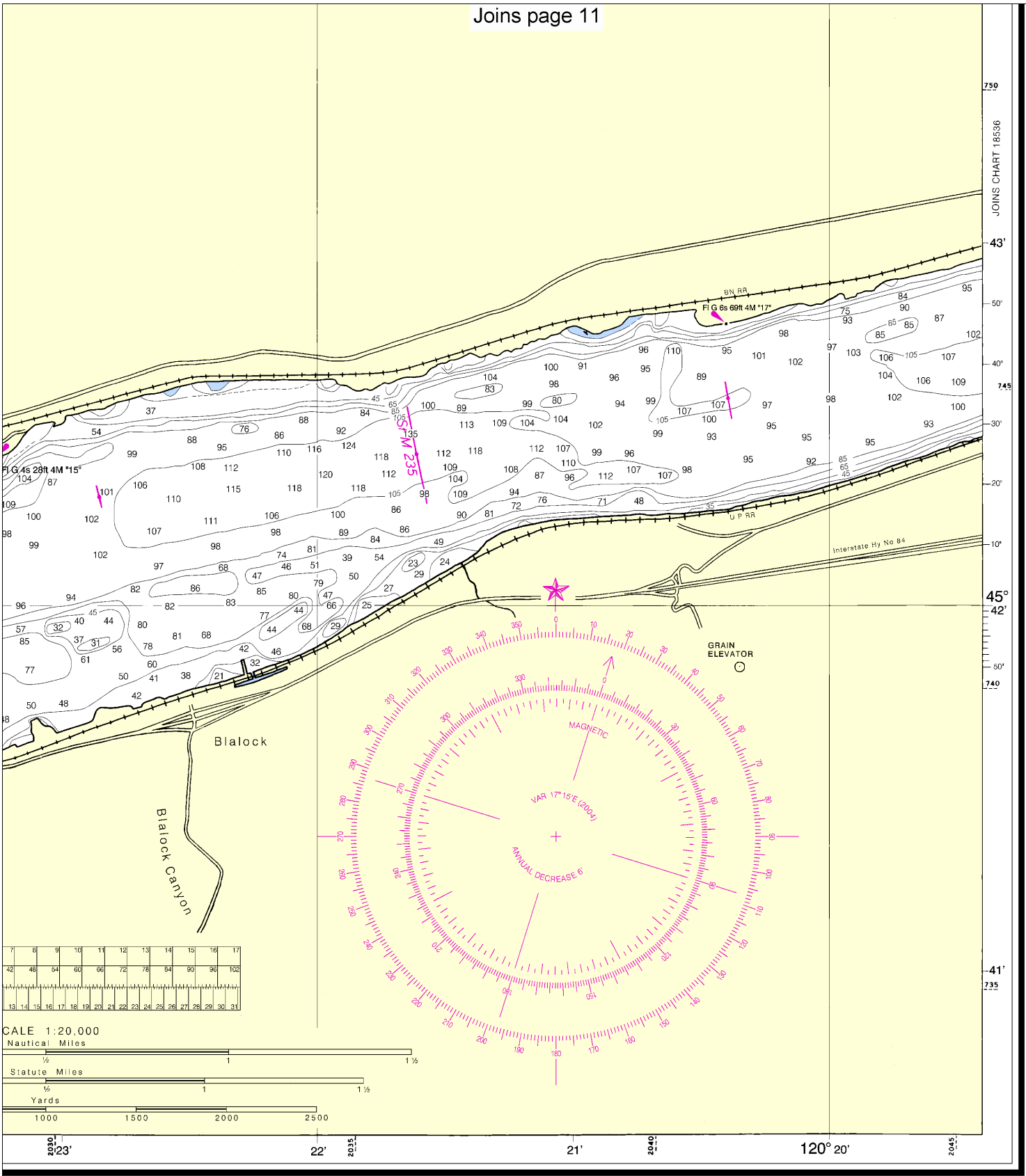
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.



FEET

COLUMBIA RIVER - JOHN DAY DAM TO BLALOCK

SOUNDINGS IN FEET - SCALE 1:20,000

18535

ED. NO. 12

NSN 7642014011619

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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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
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NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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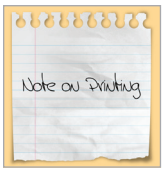

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