

BookletChart™

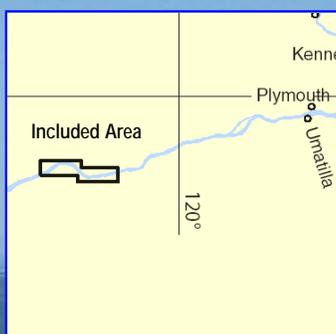


Columbia River – John Day Dam to Blalock

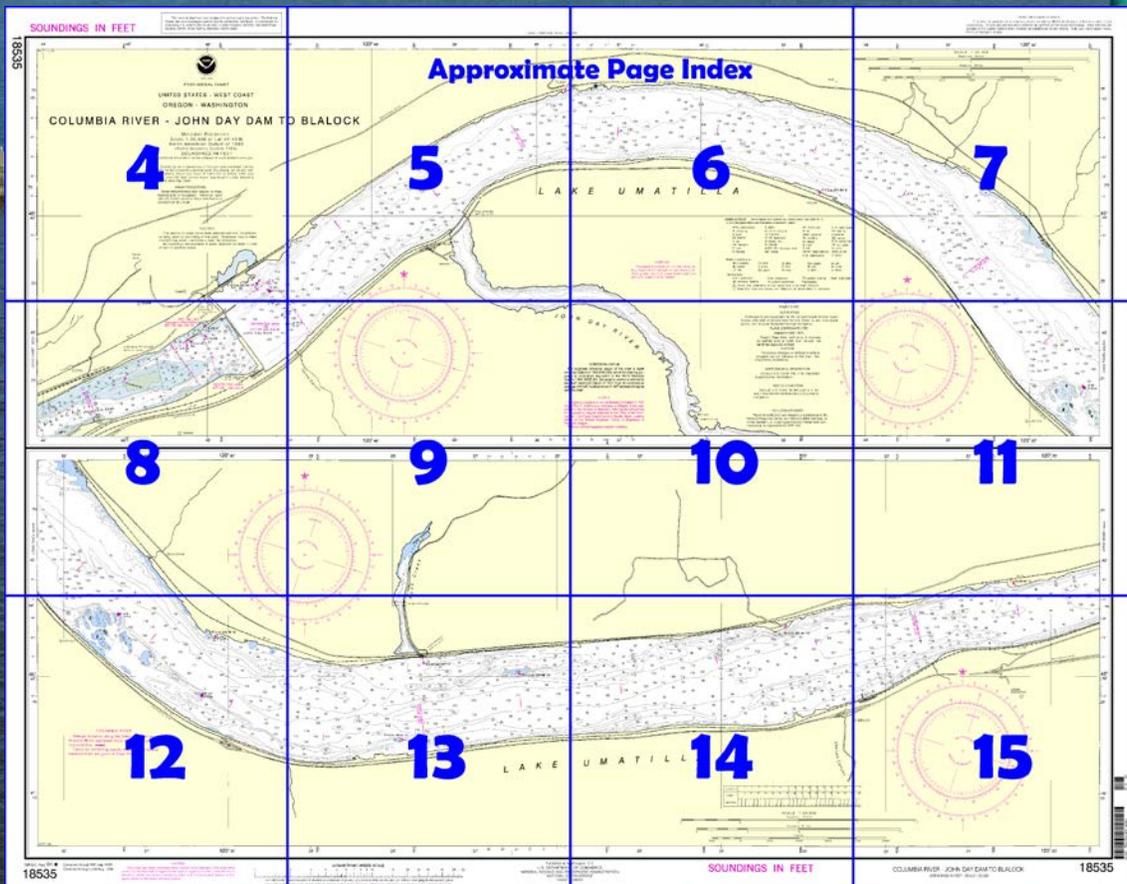
NOAA Chart 18535

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.

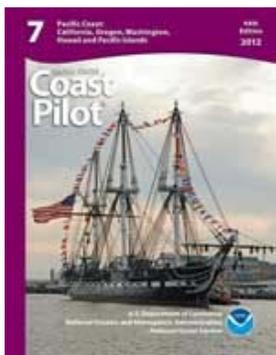
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

(206) 220-7001

Seattle, WA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

18535



PROVISIONAL CHART

UNITED STATES - WEST COAST
OREGON - WASHINGTON

COLUMBIA RIVER - JOHN DAY DAM TO BLALOCK

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

SOUNDINGS IN FEET

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

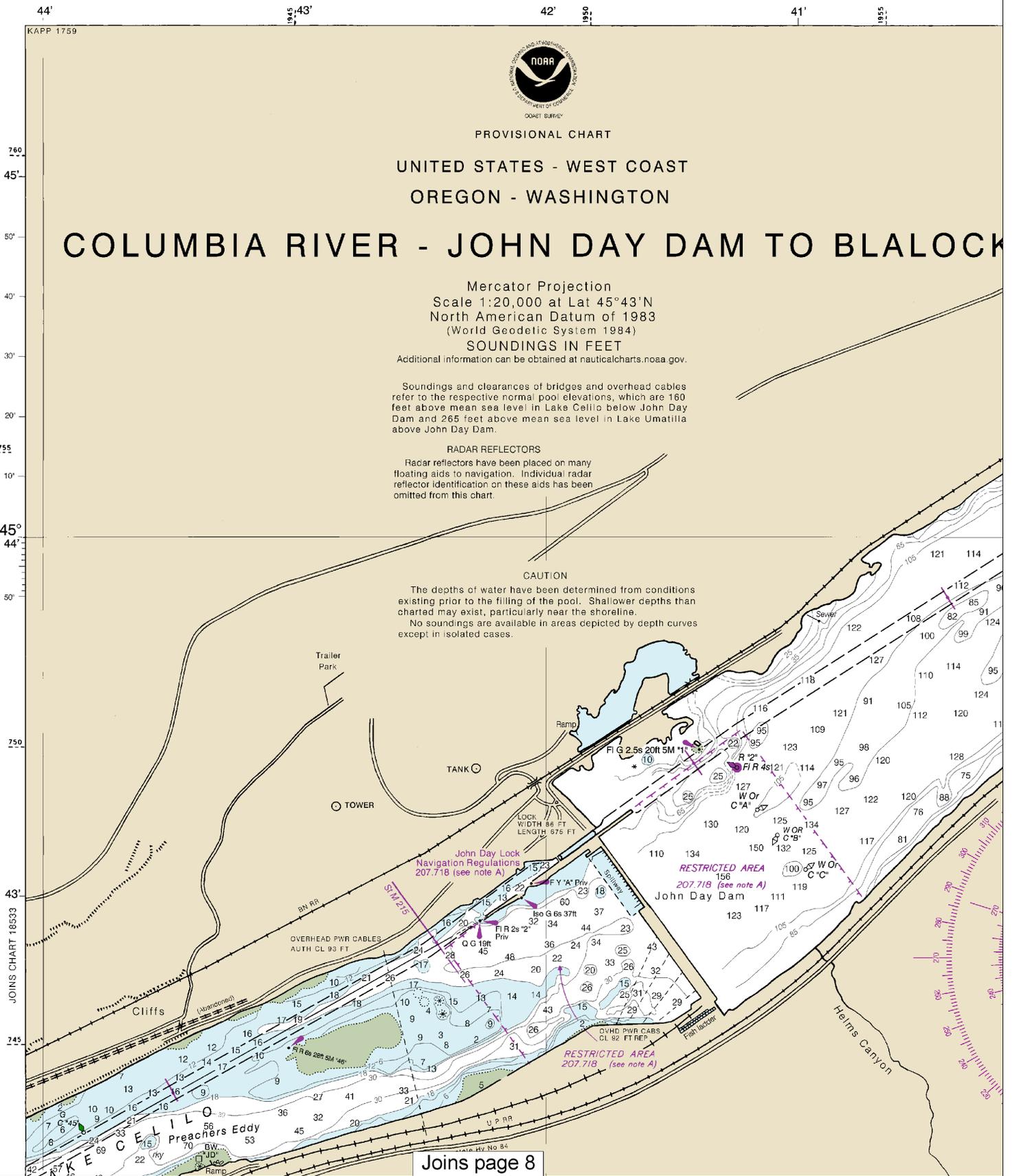
Soundings and clearances of bridges and overhead cables refer to the respective normal pool elevations, which are 160 feet above mean sea level in Lake Celilo below John Day Dam and 265 feet above mean sea level in Lake Umatilla above John Day Dam.

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

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.



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



120° 40'

1960

39'

1965

38'

50'

40'

30'

20'

10'

37'

50'

K

State Highway No 14

Towal
Fig. 48-277a, AM '52

L A K E U M A T I

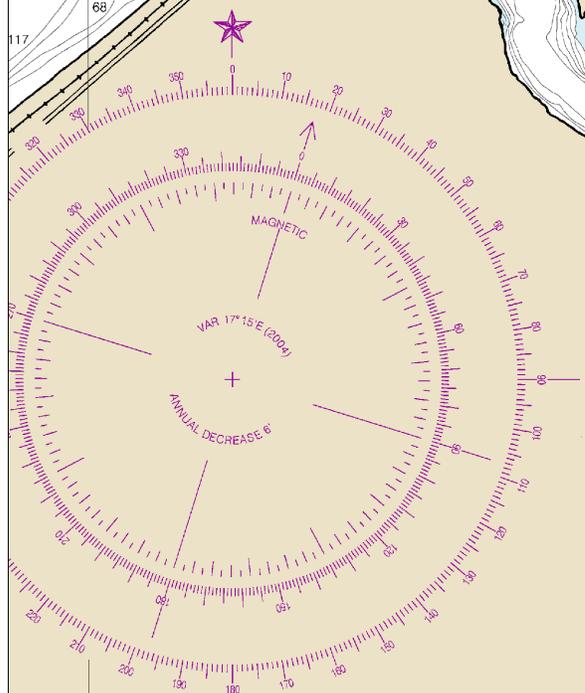
FIXED BRIDGES
VERT. CL. 19 FT

Barricade
Piles

Joins page 6

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.



J O H N D A Y R I V E R

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.

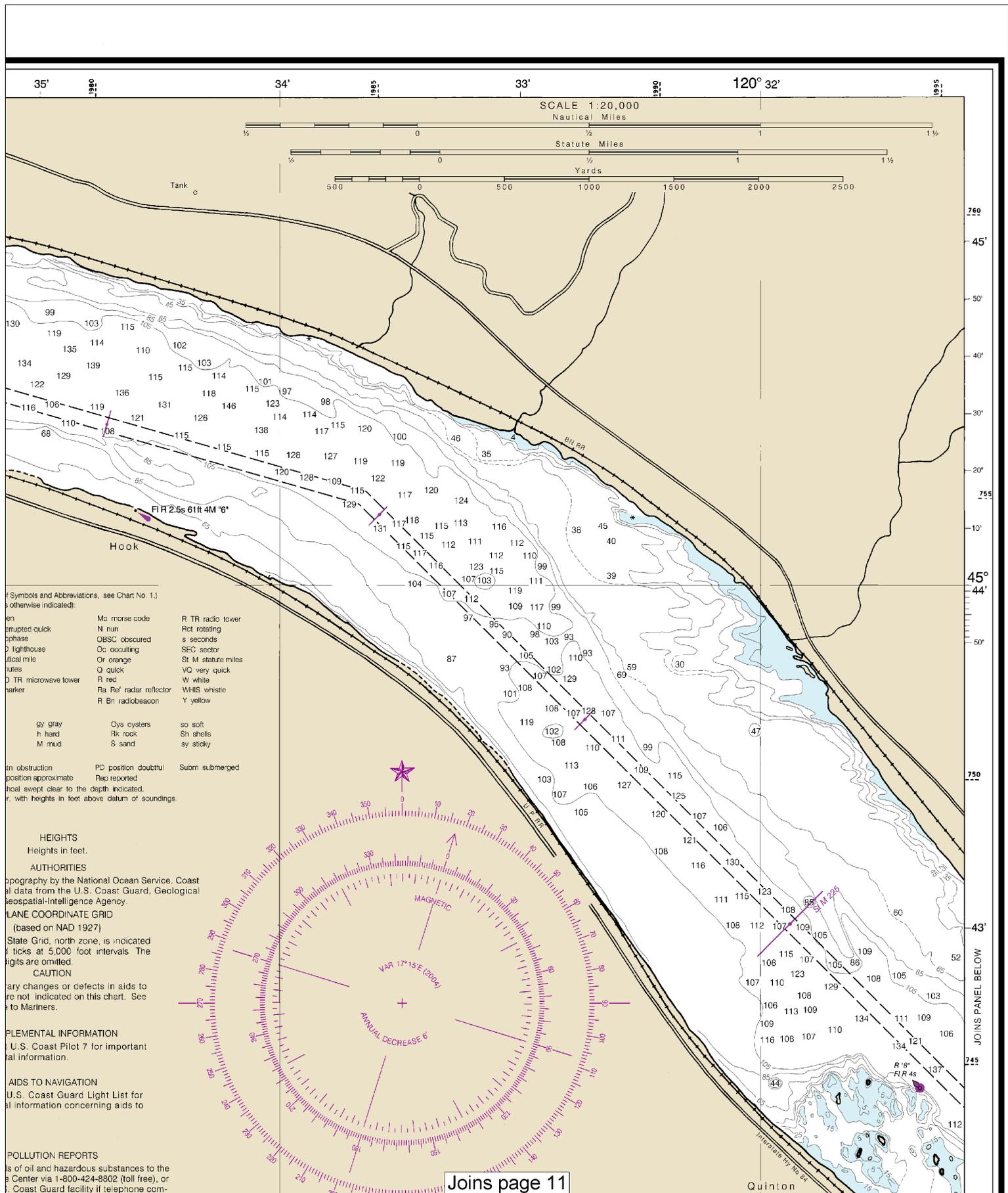
NOTE A

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.

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





(Symbols and Abbreviations, see Chart No. 1.)
 (otherwise indicated):

en	Ma	R TR
errupted quick	N nun	Rct rotating
obase	OBSC obscured	s seconds
D lighthouse	Oc occulting	SEC sector
tical mile	Or orange	St M statute miles
utes	Q quick	VC very quick
D TR microwave tower	R red	W white
arker	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

in obstruction	PD position doubtful	Subm submerged
osition approximate	Rep reported	
ocal swept clear to the depth indicated.		
r, with heights in feet above datum of soundings.		

HEIGHTS
 Heights in feet.

AUTHORITIES
 Topography by the National Ocean Service, Coastal data from the U.S. Coast Guard, Geological and Aerial Intelligence Agency.

PLANE COORDINATE GRID
 (based on NAD 1927)
 State Grid, north zone, is indicated by ticks at 5,000 foot intervals. The digits are omitted.

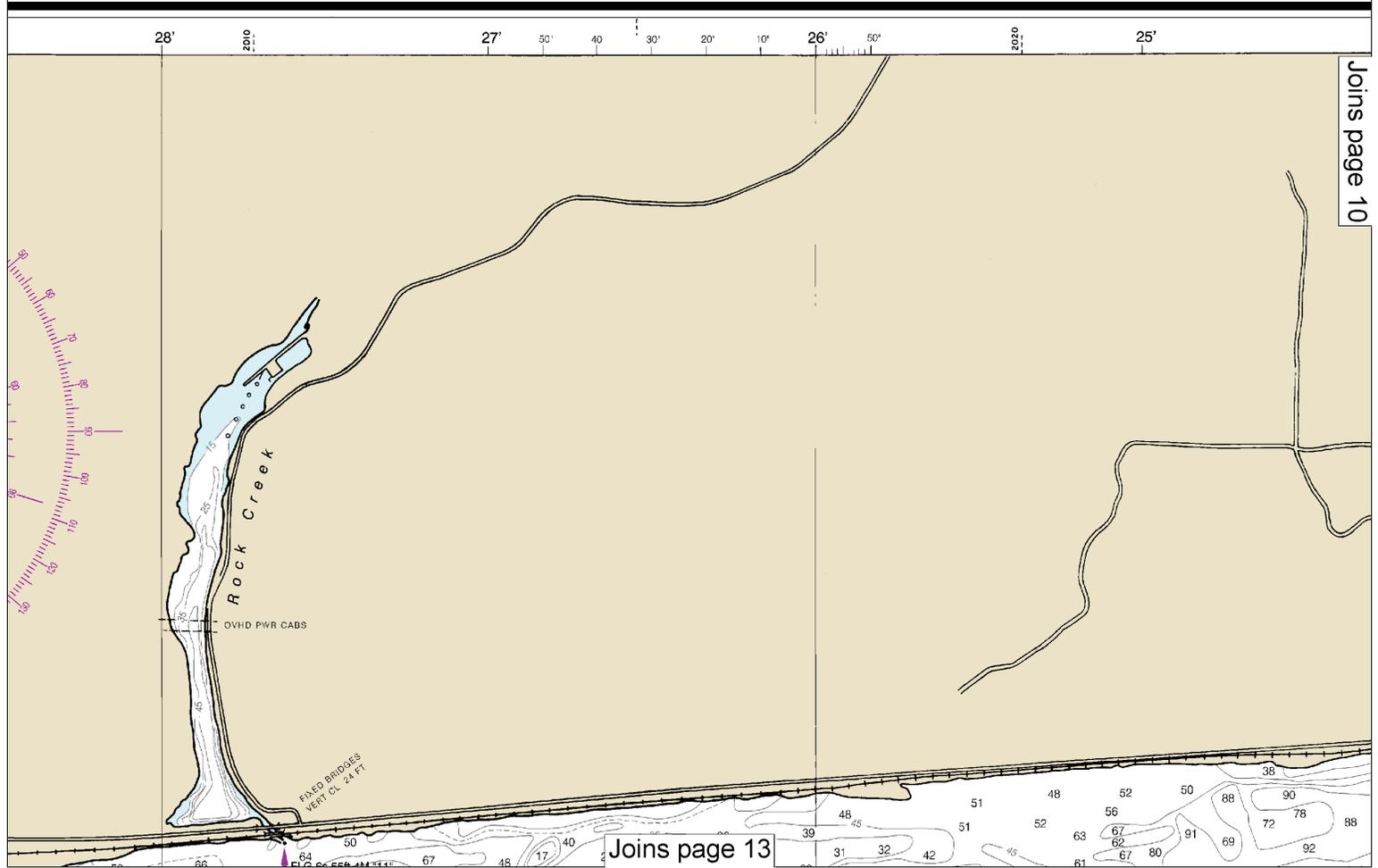
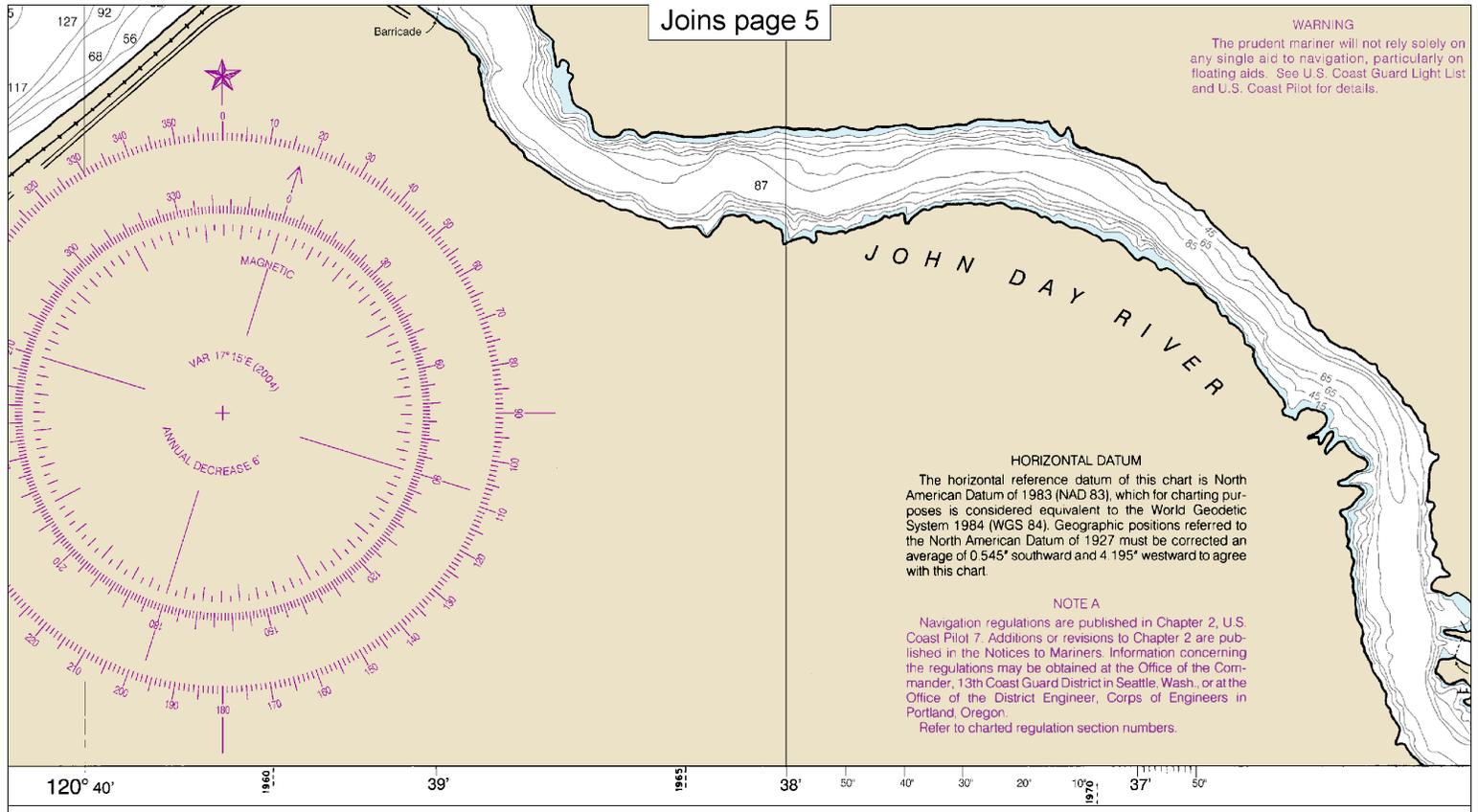
CAUTION
 Any changes or defects in aids to navigation are not indicated on this chart. See Notices to Mariners.

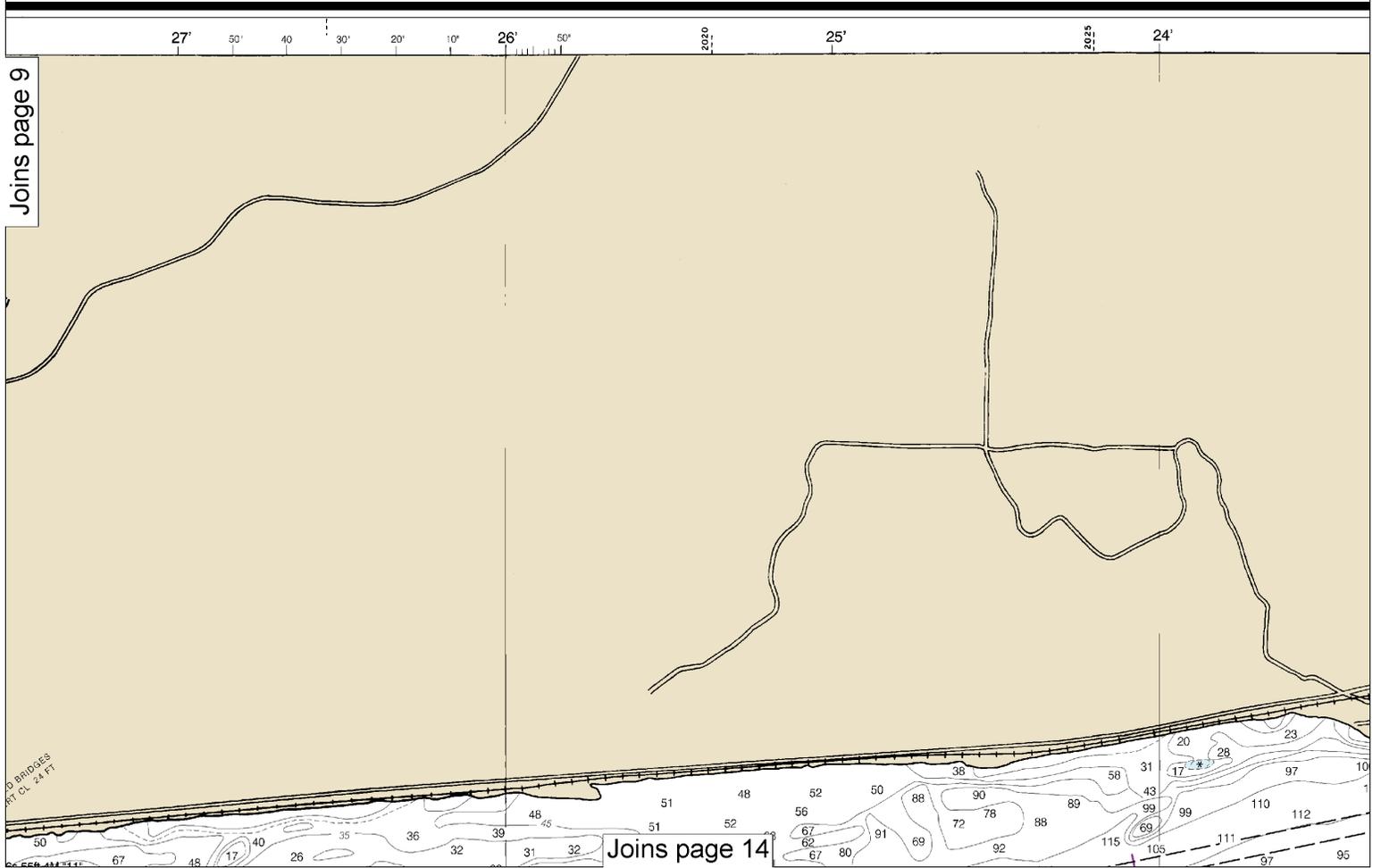
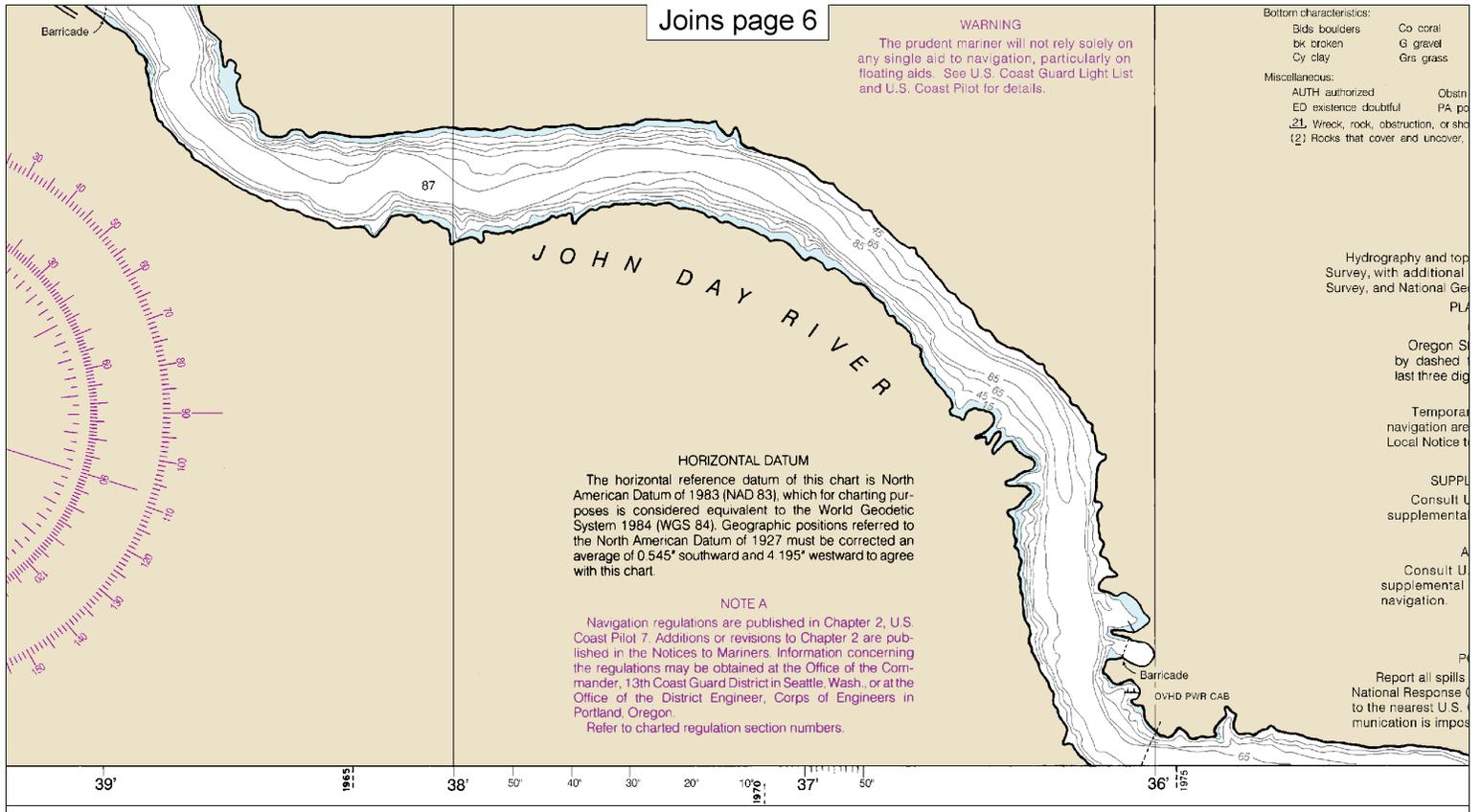
ADDITIONAL INFORMATION
 See U.S. Coast Pilot 7 for important information.

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

POLLUTION REPORTS
 Report spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone communication is not available.

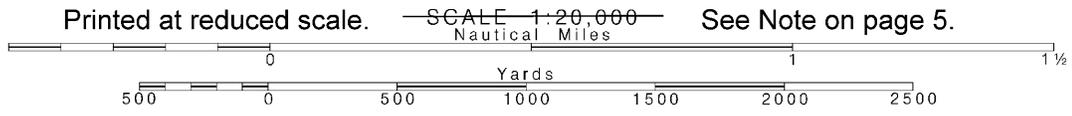






10

Note: Chart grid lines are aligned with true north.



See Note on page 5.

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

in obstruction PD position doubtful Subm submerged
 position approximate Rea reported
 hoel swept clear to the depth indicated.
 r, with heights in feet above datum of soundings.

HEIGHTS
 Heights in feet.

AUTHORITIES

Topography by the National Ocean Service, Coast
 and Geodetic Survey. Bathymetry by the U.S. Coast Guard, Geological
 and Geospatial-Intelligence Agency.

LANE COORDINATE GRID
 (based on NAD 1927)

State Grid, north zone, is indicated
 by ticks at 5,000 foot intervals. The
 digits are omitted.

CAUTION

Any changes or defects in aids to
 navigation are not indicated on this chart. See
 Notices to Mariners.

ADDITIONAL INFORMATION

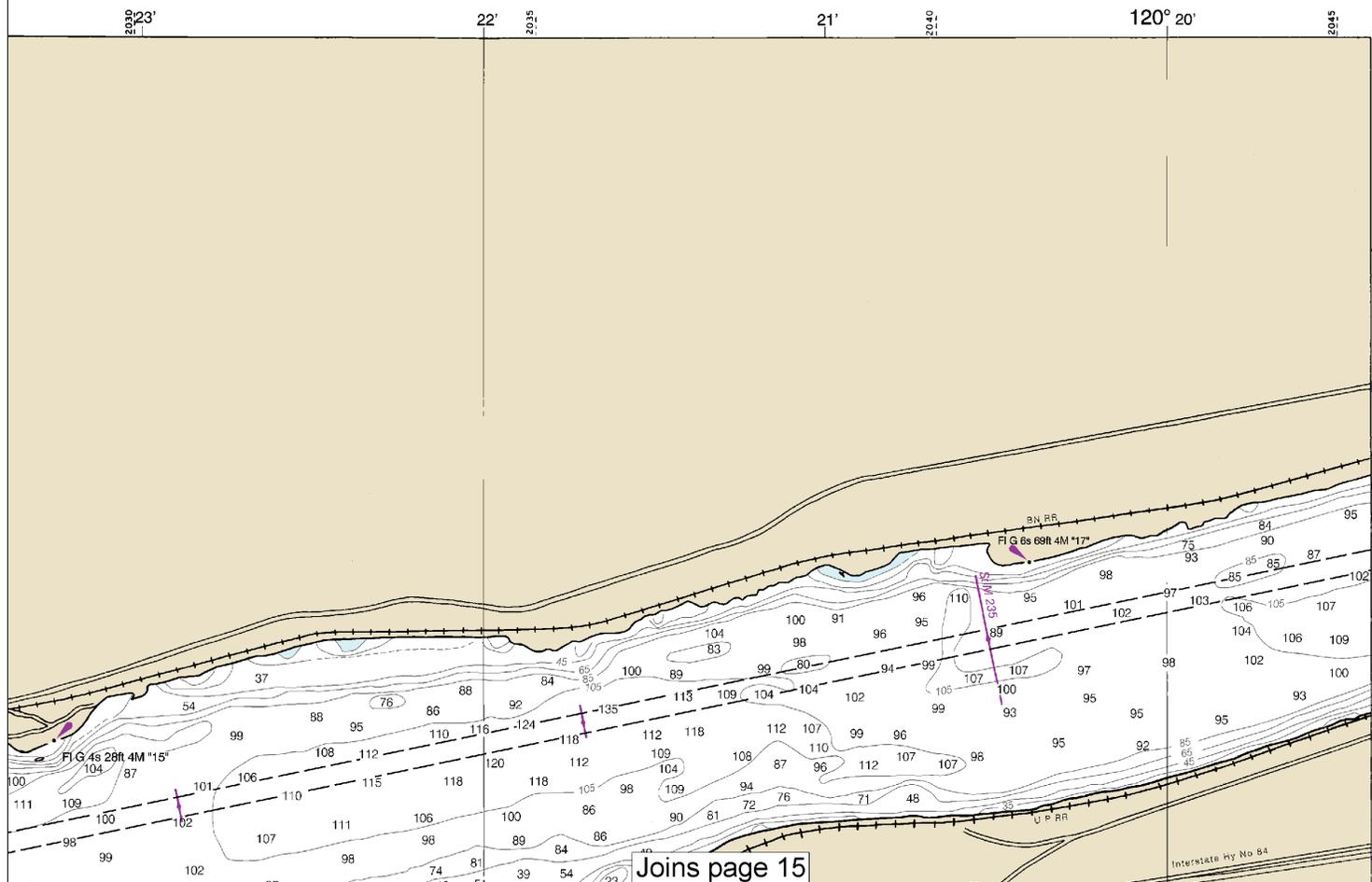
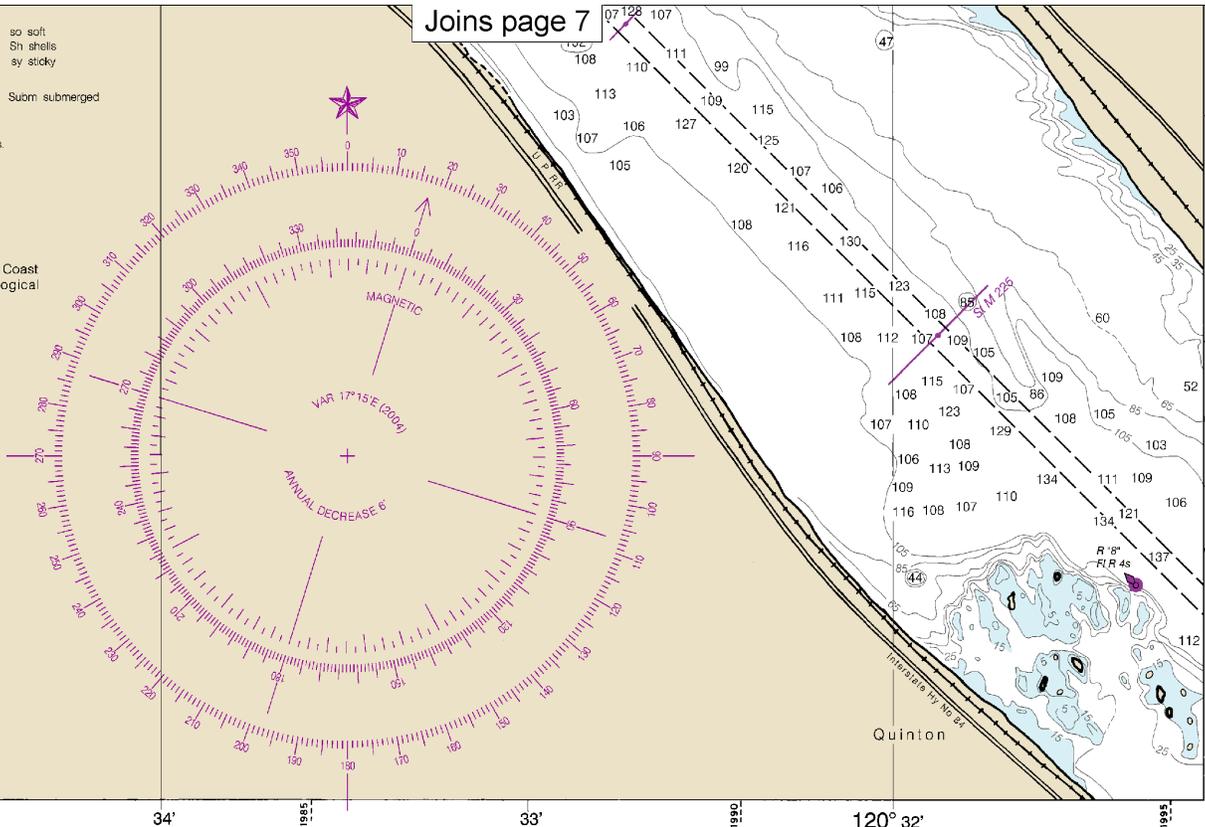
U.S. Coast Pilot 7 for important
 navigational information.

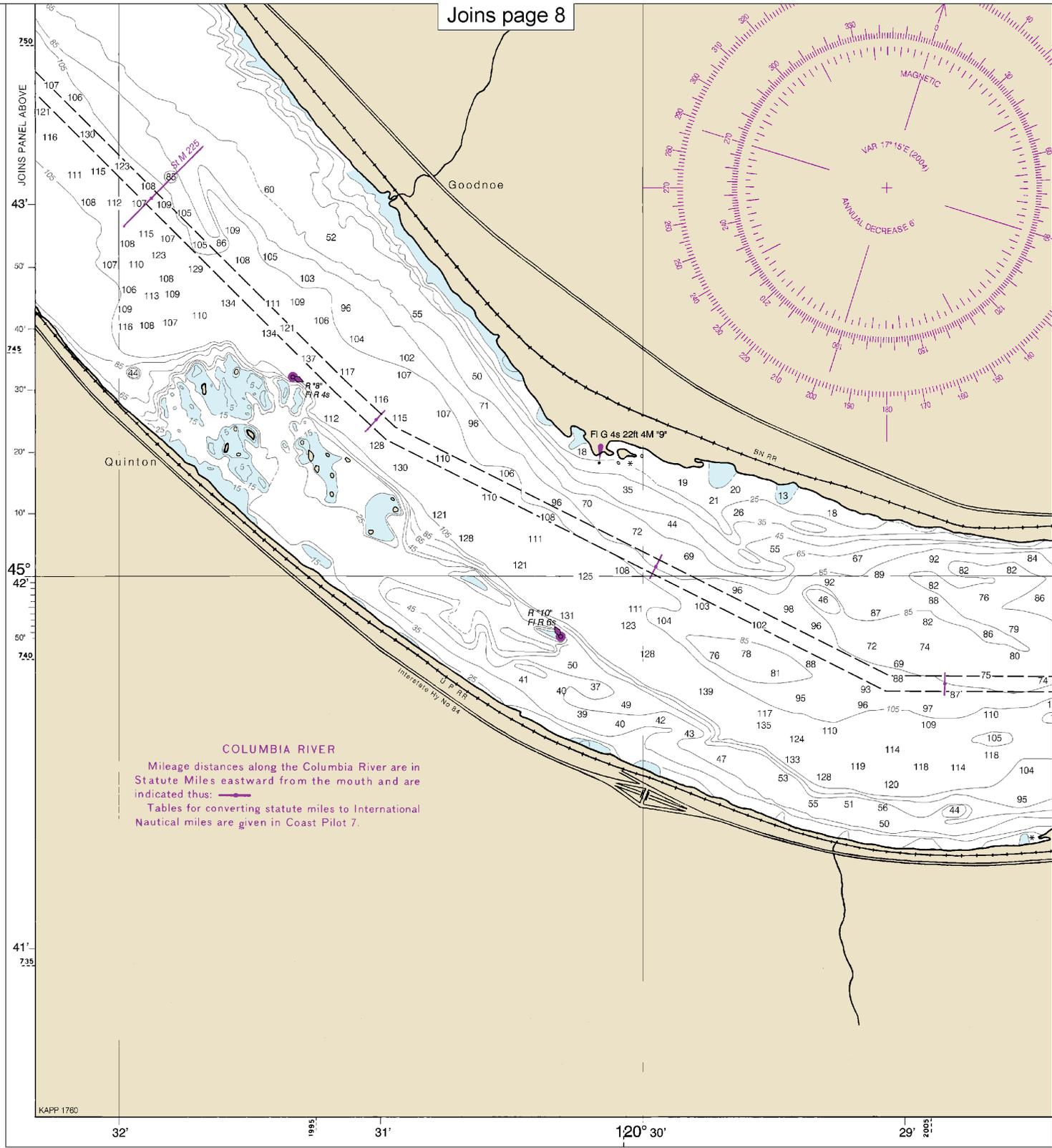
AIDS TO NAVIGATION

U.S. Coast Guard Light List for
 additional information concerning aids to
 navigation.

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 the National Response Center via 1-800-424-8802 (toll free), or
 to the nearest U.S. Coast Guard facility if telephone com-
 munication is not possible (33 CFR 153).

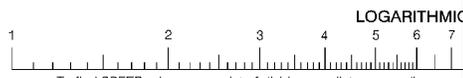




COLUMBIA RIVER
 Mileage distances along the Columbia River are in Statute Miles eastward from the mouth and are indicated thus: ————
 Tables for converting statute miles to International Nautical miles are given in Coast Pilot 7.

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.

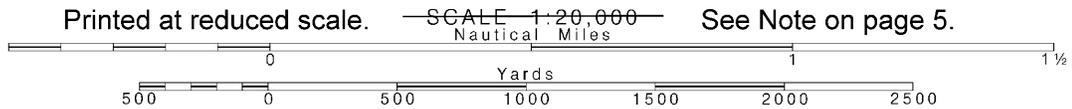


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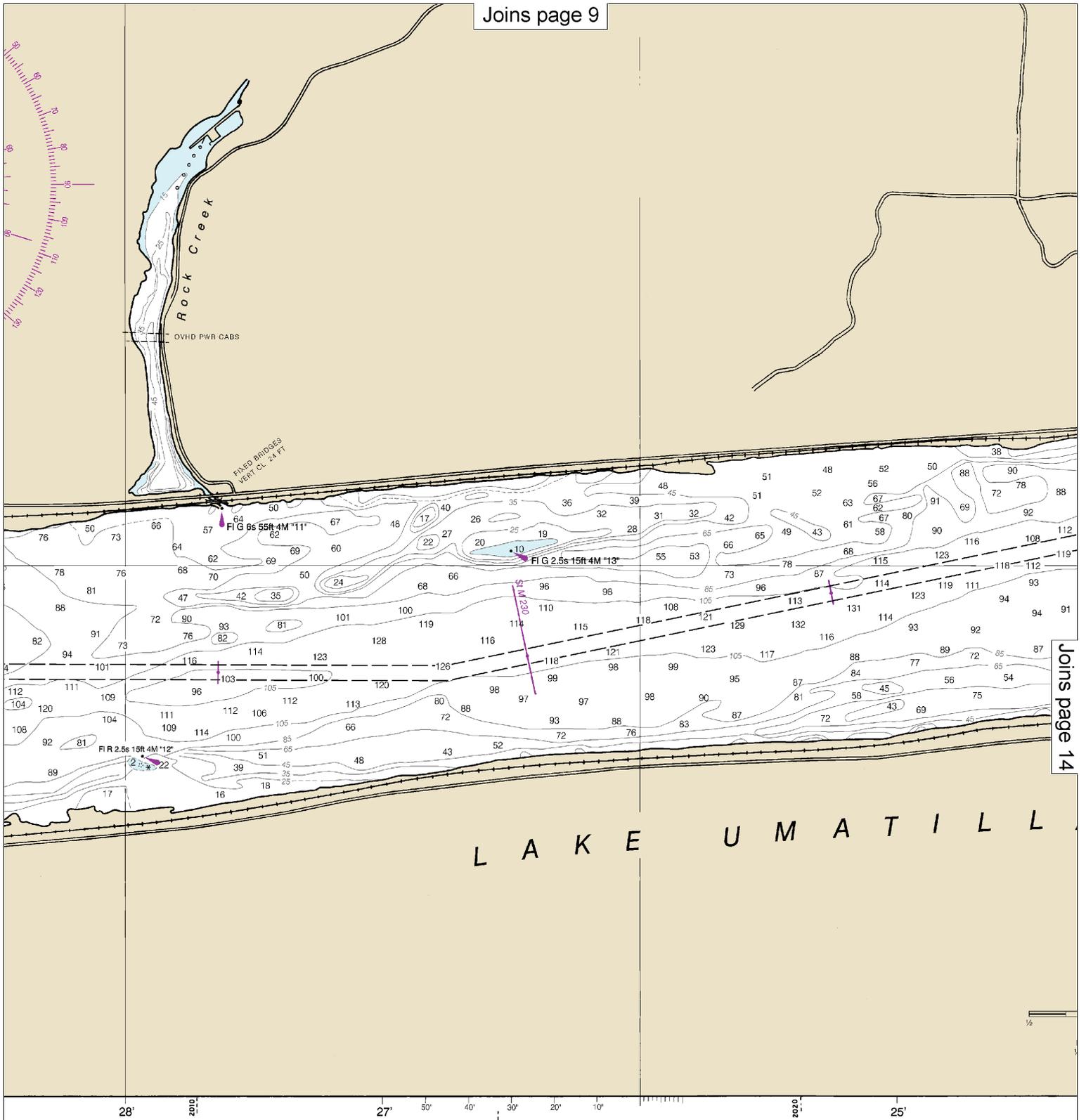
12th Ed., Aug. 2004. Last Correction: 5/26/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

12

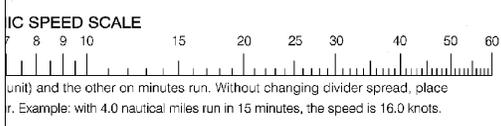
Note: Chart grid lines are aligned with true north.



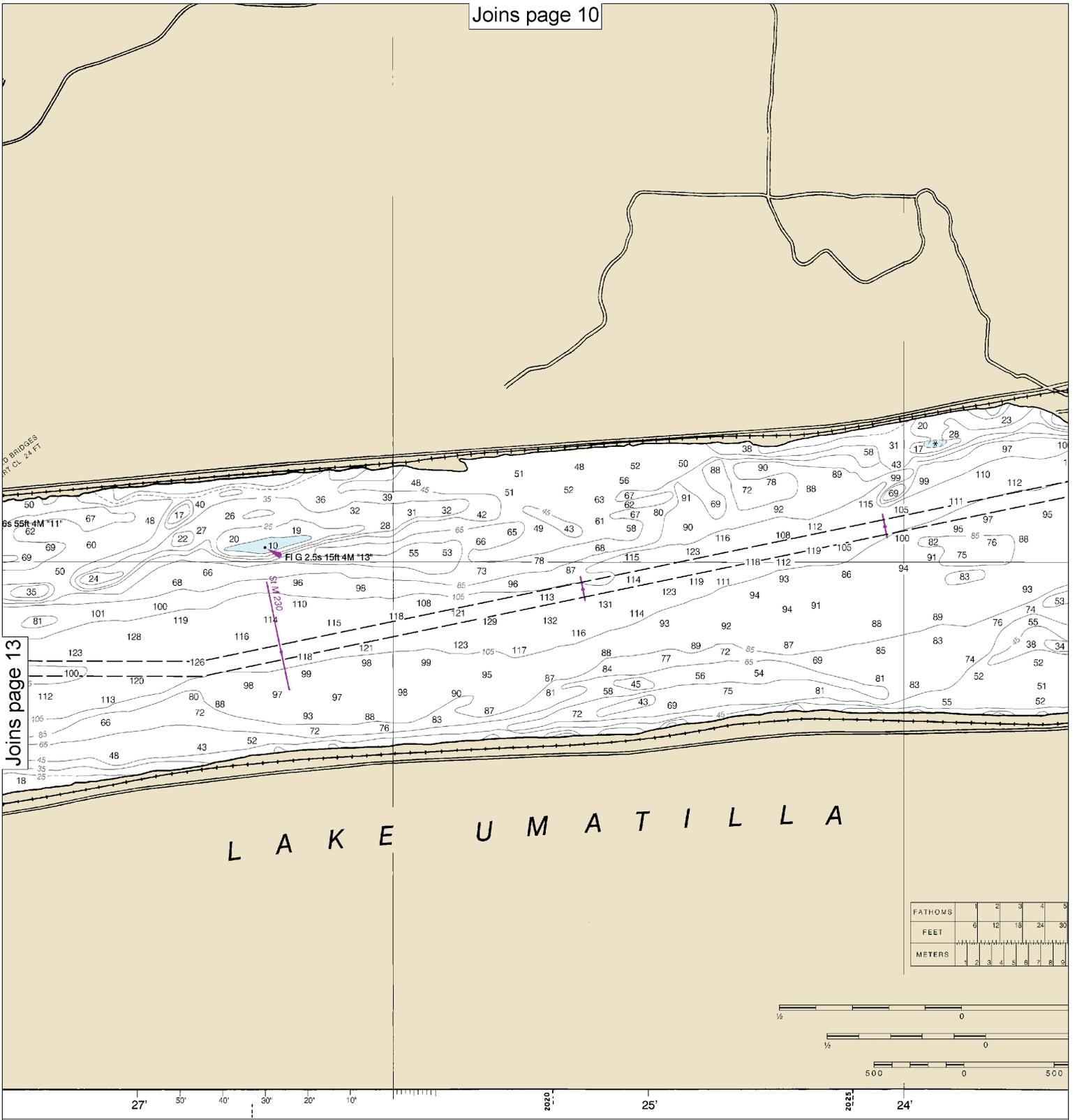
See Note on page 5.



L A K E U M A T I L L



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



Joins page 13

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5



27° 50' 40' 30' 20' 10' 20.0 25' 20.0 24'

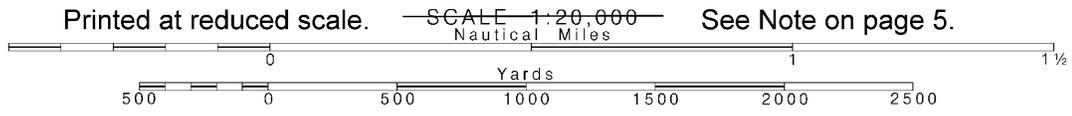
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

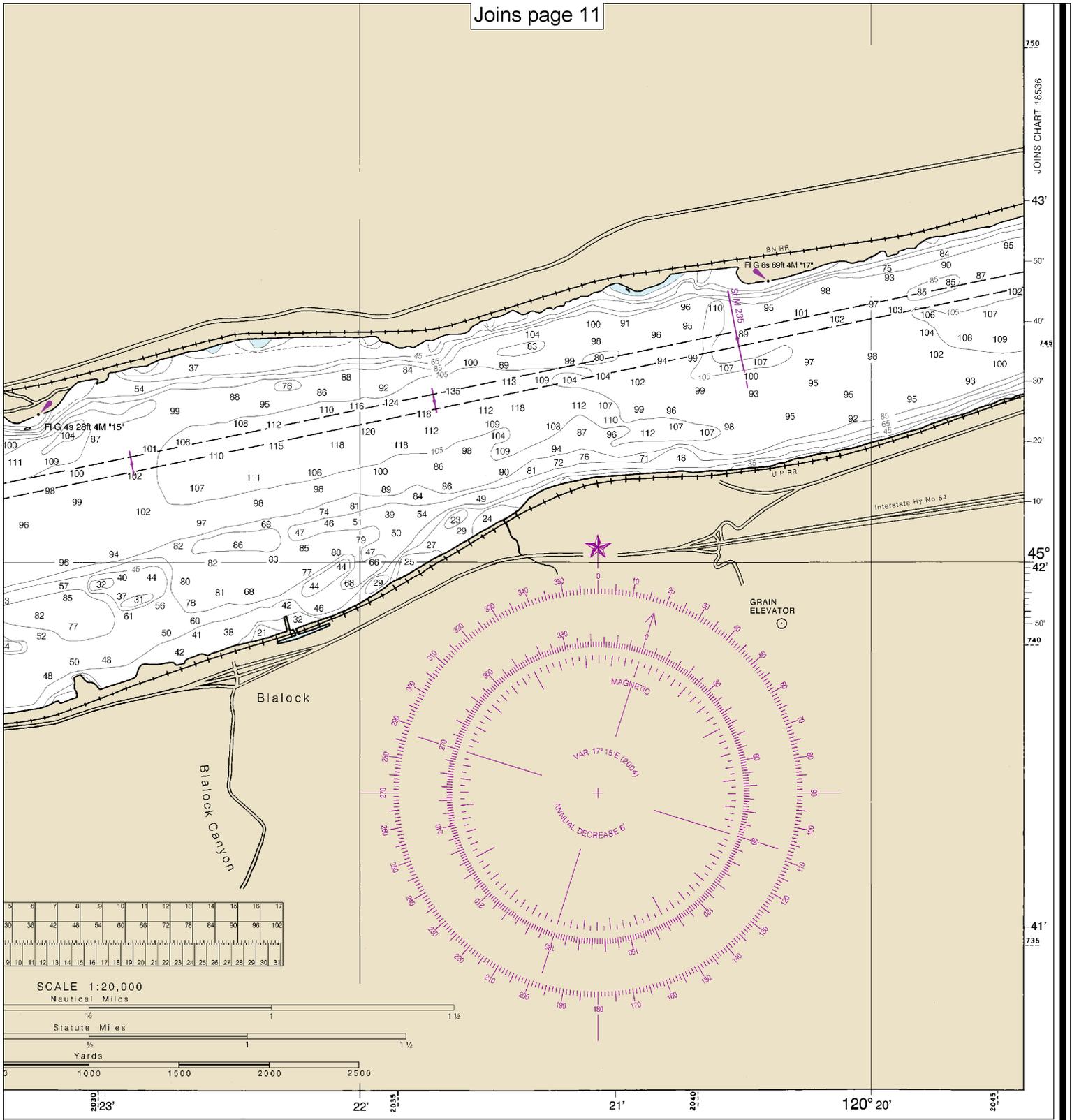
SOUNDINGS

40 50 60
 er spread, place
 ed is 16.0 knots.

14

Note: Chart grid lines are aligned with true north.





IN FEET

COLUMBIA RIVER - JOHN DAY DAM TO BLALOCK
SOUNDINGS IN FEET - SCALE 1:20,000

18535



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @NOAAcharts



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.