

BookletChart™

Snake River – Lake Bryan

NOAA Chart 18547

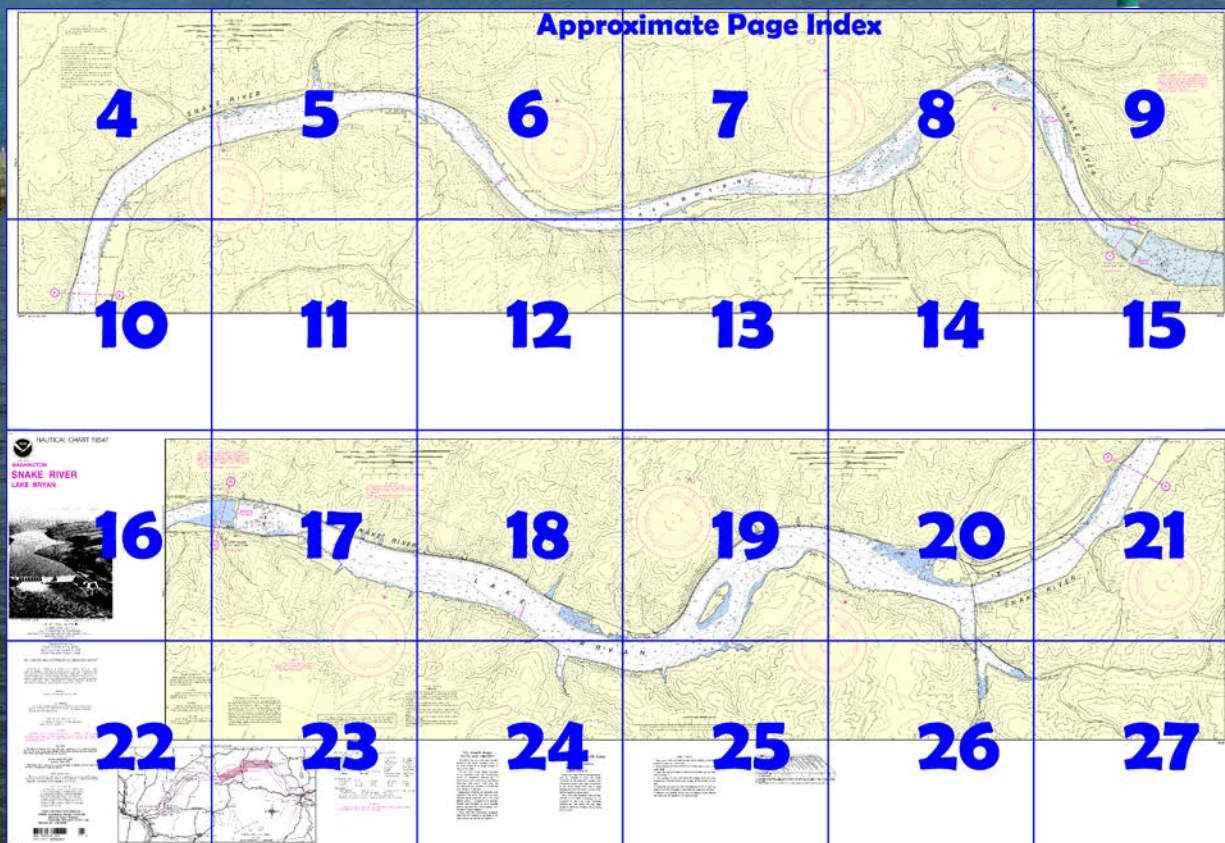


A reduced-scale NOAA nautical chart for small boaters

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=18547>.



(Selected Excerpts from Coast Pilot)

Snake River, 283 (325.2) miles above the mouth of Columbia River, rises in Yellowstone National Park, from which it winds S past the Grand Tetons, and thence for some 868 miles to its junction with the Columbia at Pasco, WA. From that junction for 119 (137) miles to Lewiston, ID there are few small-craft facilities. (See small-craft facilities tabulation on charts 18545, 18546, 18547, and 18548 for supplies and services available.) There are several

marinas along the river at **Clarkston**, WA and **Lewiston**, ID where berths, gasoline, diesel fuel, water, ice, and marine supplies may be obtained.

The Ports of Clarkston and Lewiston at the confluence of the Snake and Clarkford Rivers are the primary ports along the Snake River and serve the inland communities of Washington, Idaho, and Oregon. Barge loading facilities and grain terminals are available at both ports.

Near its mouth, at the village of **Burbank**, Snake River is crossed by the Burlington Northern Railroad lift bridge with a clearance of 14 feet down and 60 feet up. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ- 9047. About 0.6 (0.7) mile above the railroad bridge, there are dual spans of a fixed highway bridge with a least clearance of 61 feet. Numerous overhead cables with a reported minimum clearance of 43 feet cross Snake River between the fixed highway bridge and Ice Harbor Lock and Dam.

East Pasco, on the N side of Snake River 1 mile above the mouth, has privately owned facilities for receipt and shipment of petroleum products and liquid fertilizer. Burbank, on the S side of the river has two grain facilities owned by the Port of Walla Walla and operated by private companies. From East Pasco to Lewiston there are several facilities used for shipment of grain and wood chips. Other facilities along the river specialize in the receipt and shipment of logs, general cargo, petroleum products, anhydrous ammonia, and liquid fertilizer.

Ice Harbor Lock and Dam, 8.4 (9.7) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of Ice Harbor Lock and Dam.) **Lake Sacajawea**, the lake formed by the waters behind Ice Harbor Dam, provides depths at slack water of 10 feet or more for a distance of 27.8 (32) miles to Lower Monumental Dam.

Lower Monumental Lock and Dam, 27.6 (31.8) miles above Ice Harbor Dam and about 36 (41.5) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of Lower Monumental Lock and Dam.)

The Snake River between Lower Monumental Dam and Little Goose Dam, 25 (28.8) miles above Lower Monumental Dam, is crossed by three fixed bridges with a least clearance of 52 feet; overhead power cables crossing the river between the two dams have a clearance of 90 feet.

Little Goose Lock and Dam, about 25 (28.8) miles above Lower Monumental Dam and about 61.1 (70.3) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 98 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718**, chptr 2, for information concerning use, administration, and navigation of Little Goose Lock and Dam.)

Lake Bryan, the pool formed by Little Goose Dam is crossed by a fixed highway bridge with a clearance of 60 feet about 10.7 (12.3) miles above the dam; overhead power cables with a least clearance of 75 feet cross the lake between Little Goose Dam and Lower Granite Dam.

Lower Granite Lock and Dam, about 31.5 (36.8) miles above Little Goose Dam and about 93.4 (107.5) miles above the mouth of the Snake River, has a single lift navigation lock 675 feet long and 86 feet wide. The dam, completed in 1975, permits navigation to **Lewiston**, Idaho, 120 (138) miles above the mouth of the Snake River. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of Lower Granite Lock and Dam.)

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

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Navigation Manager Regions



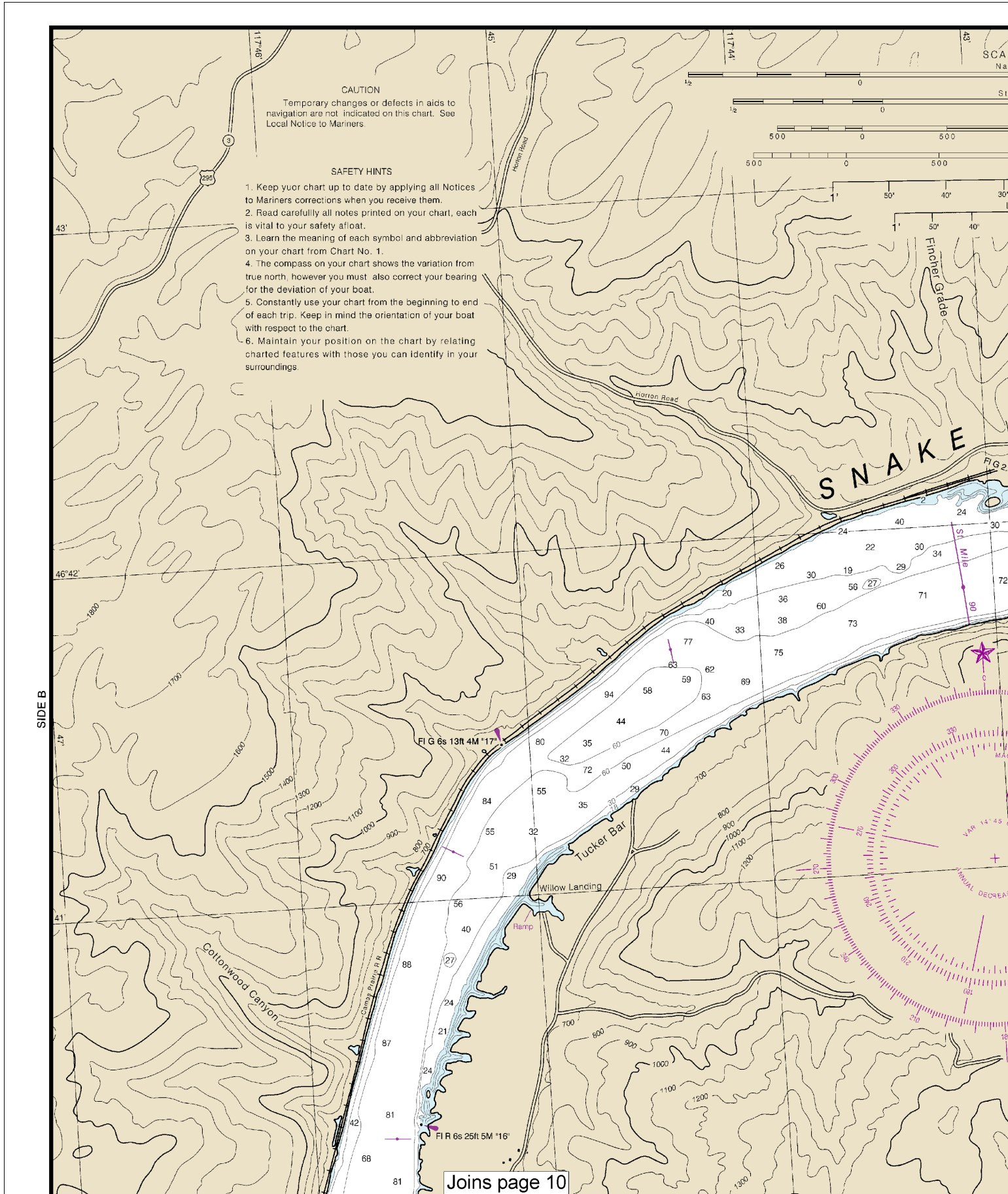
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

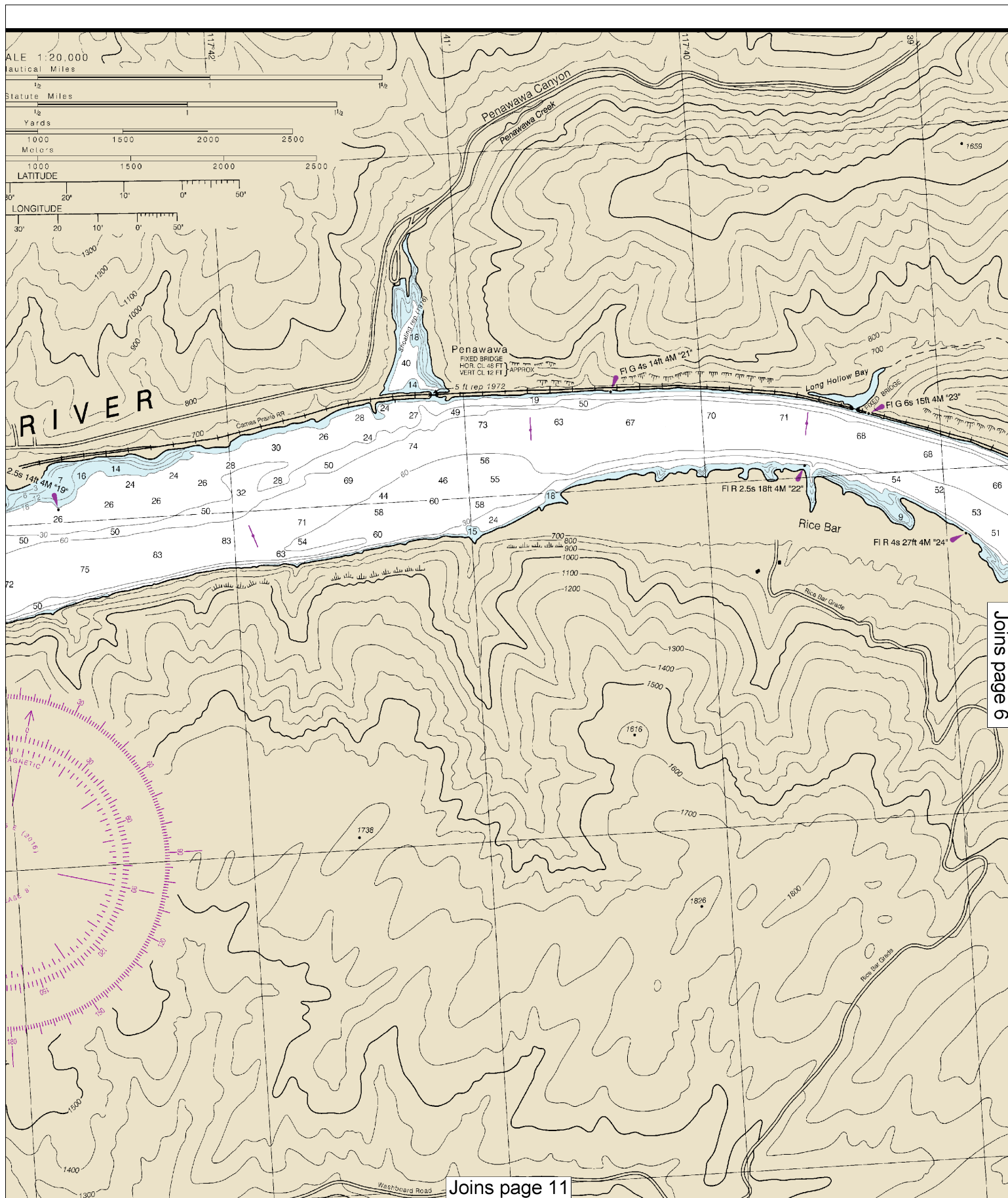
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

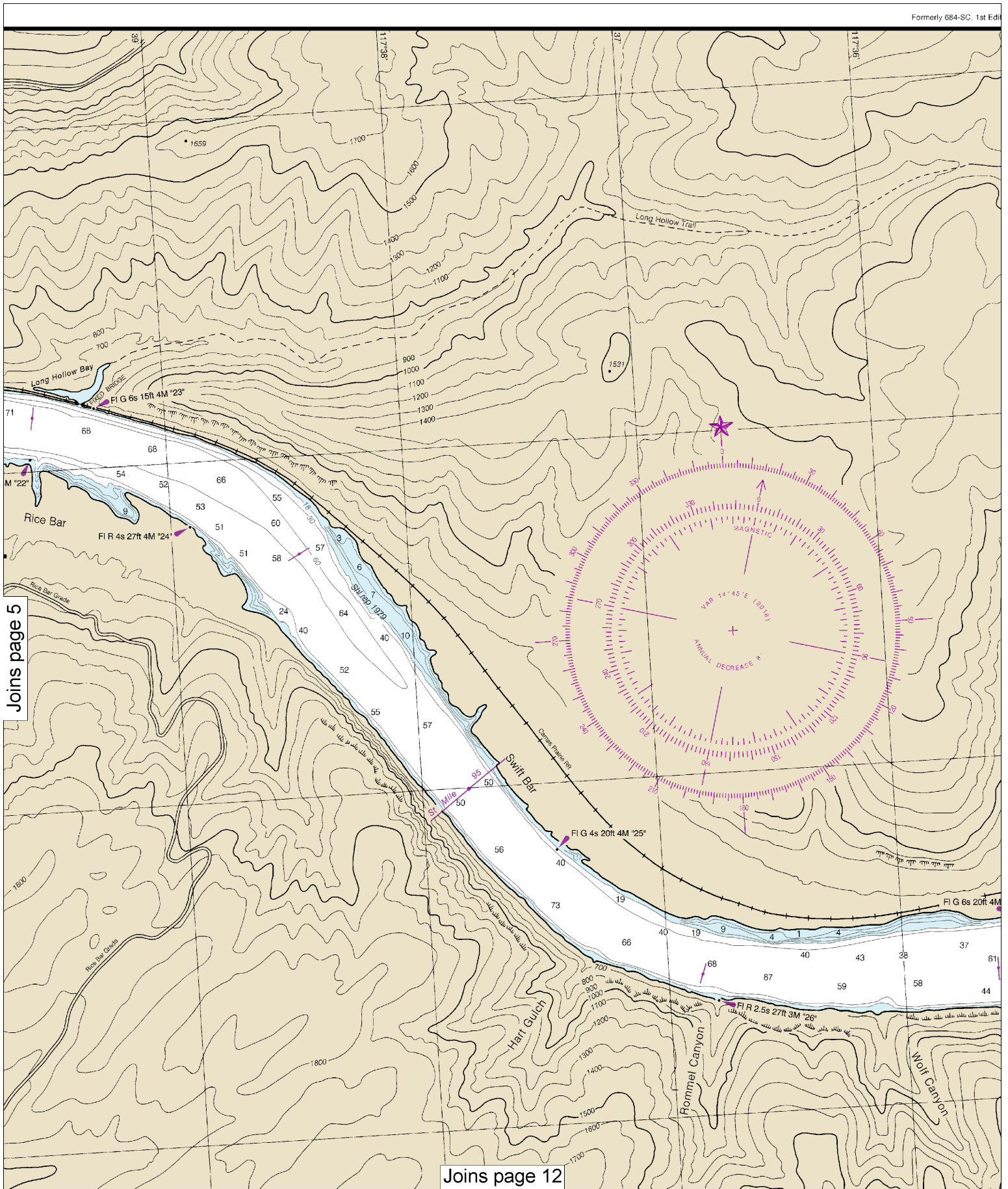


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>





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.



Joins page 5

Joins page 12

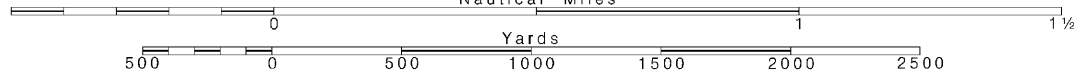
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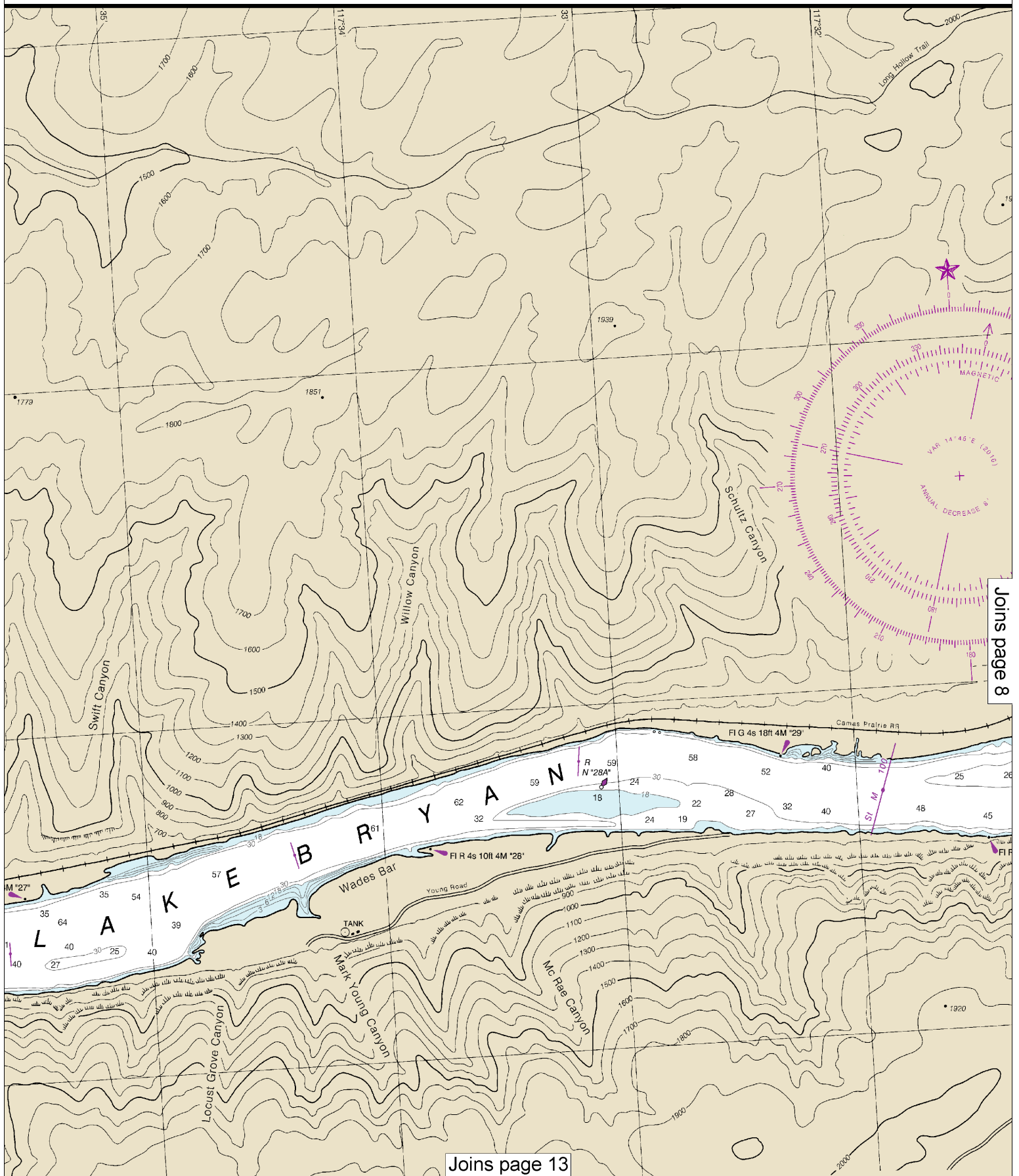
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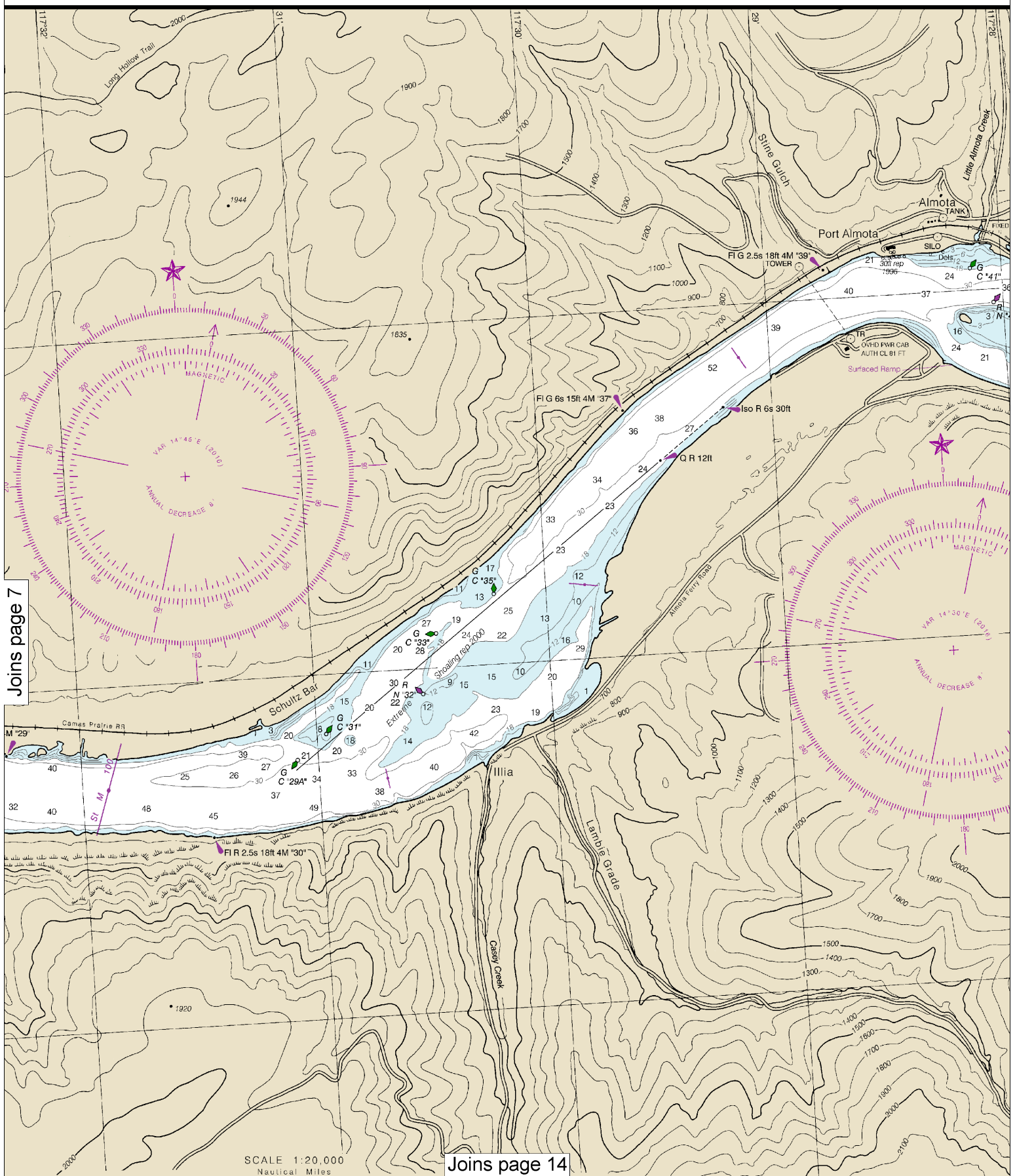
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Nautical Miles

See Note on page 5.





Joins page 7



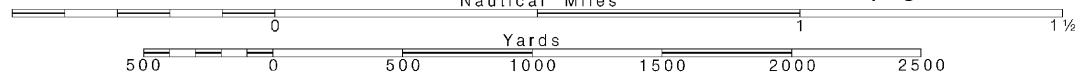
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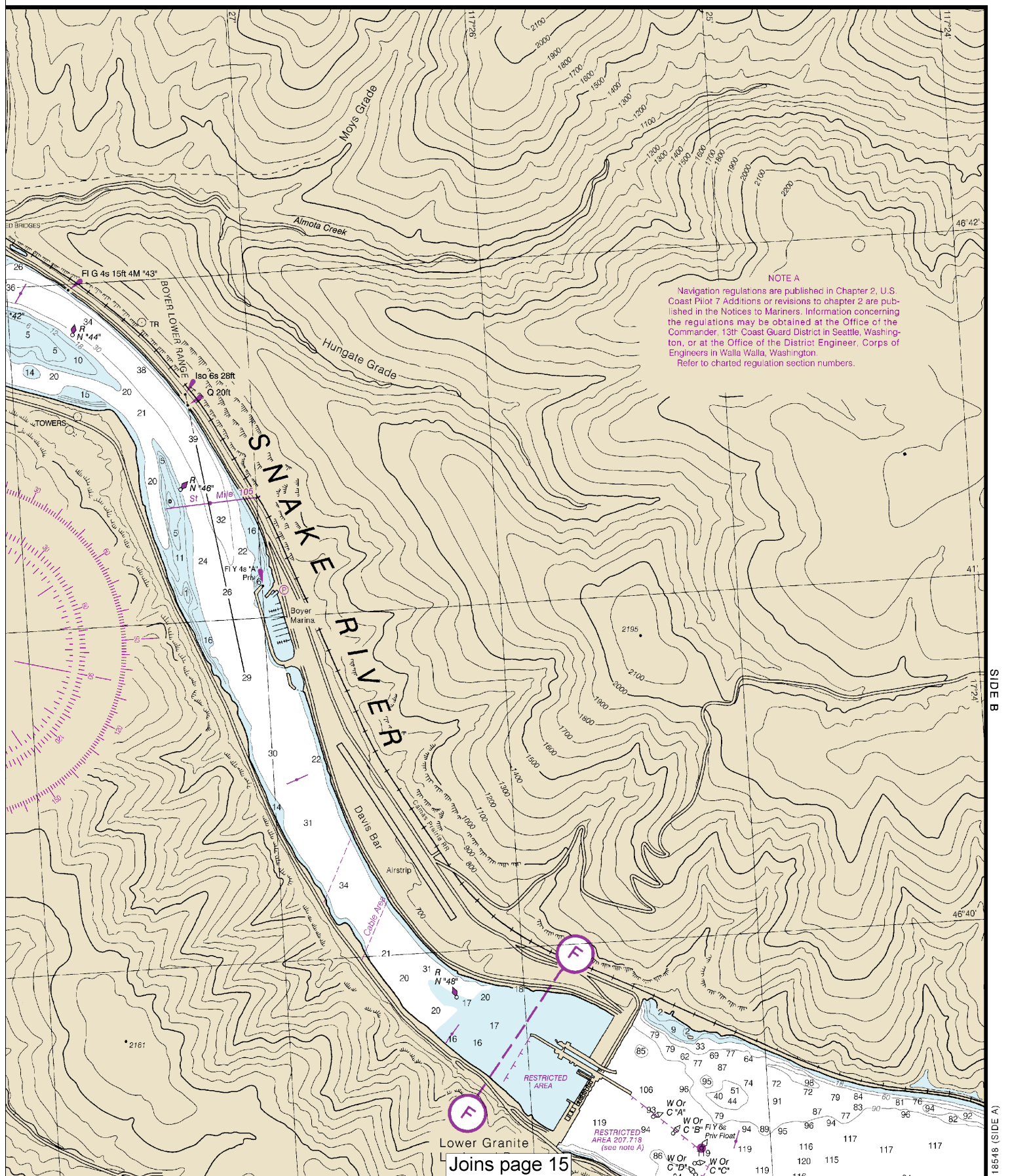
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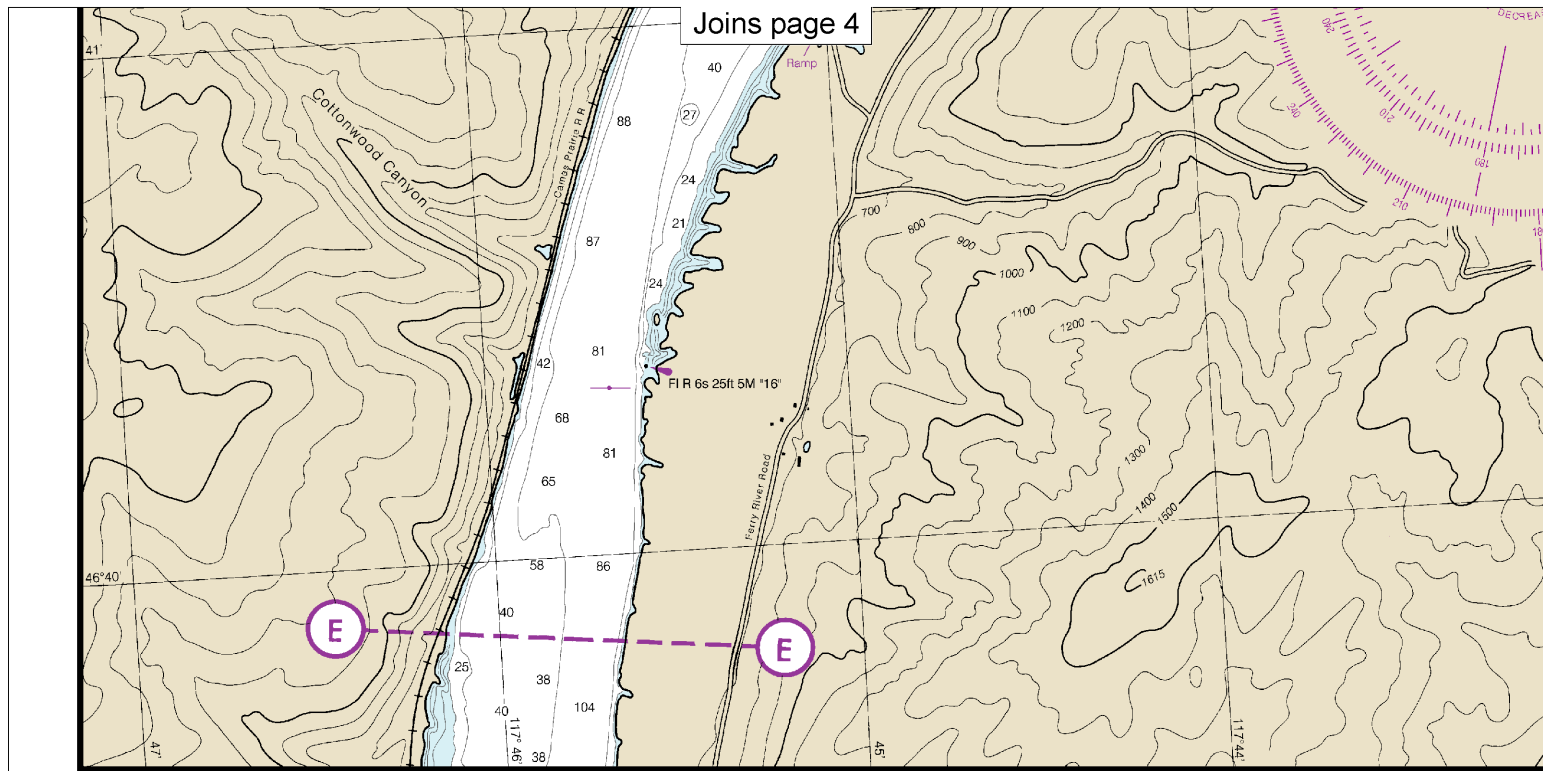
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







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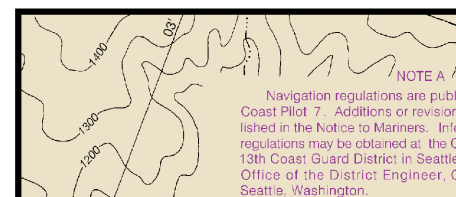


THE NATION'S CHARTMAKER SINCE 1807

WASHINGTON

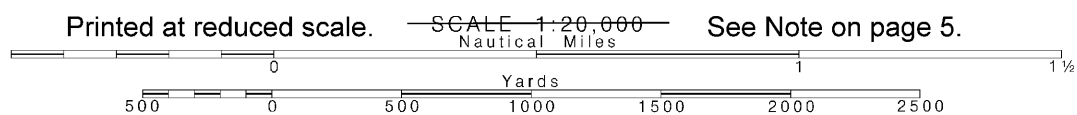
NAUTICAL CHART 18547

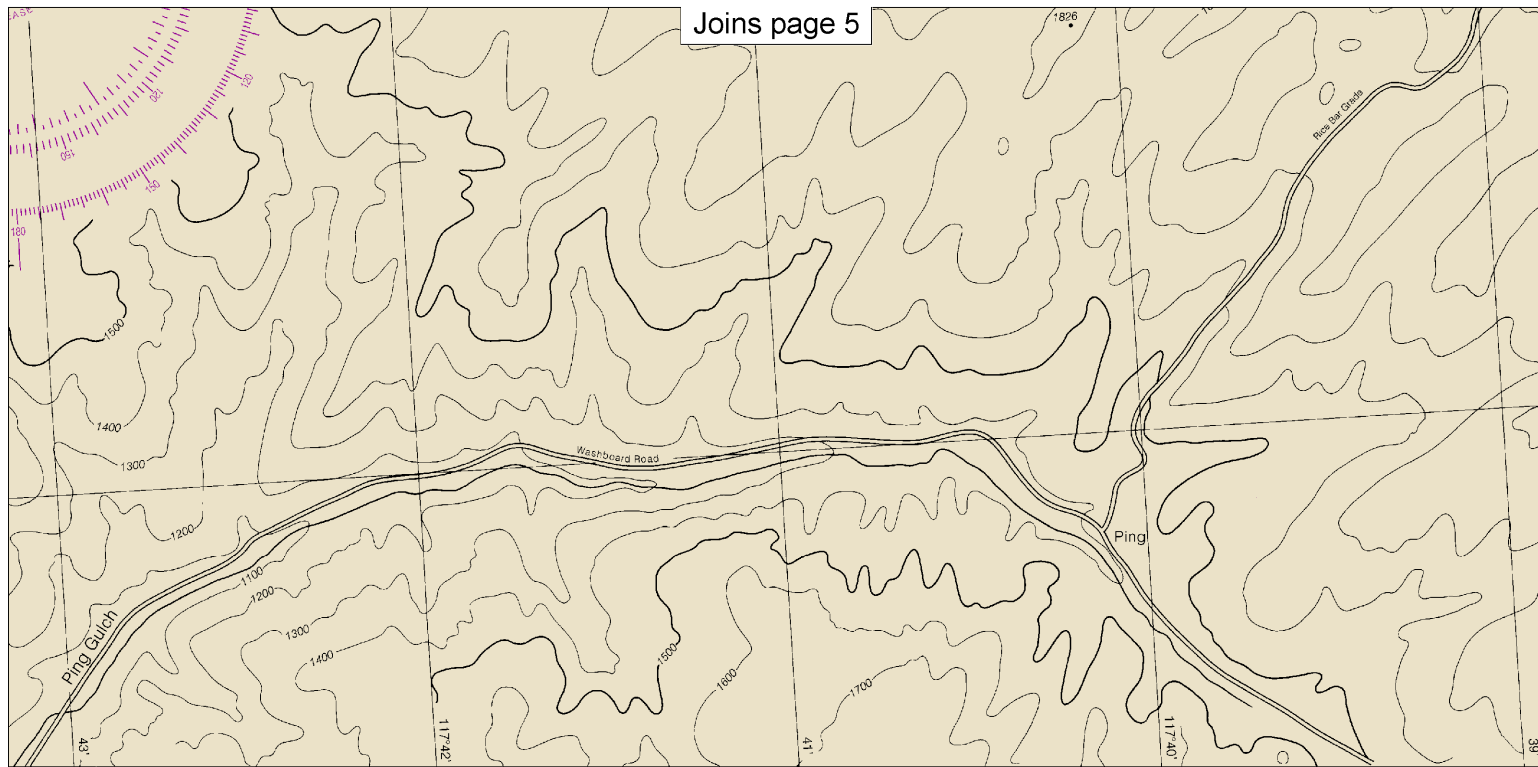
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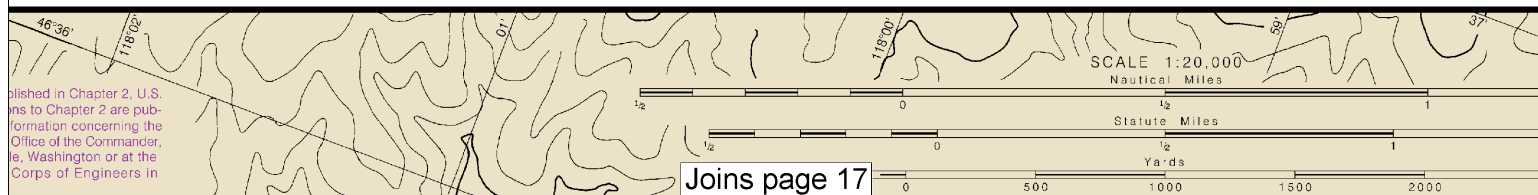
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Note: Chart grid lines are aligned with true north.

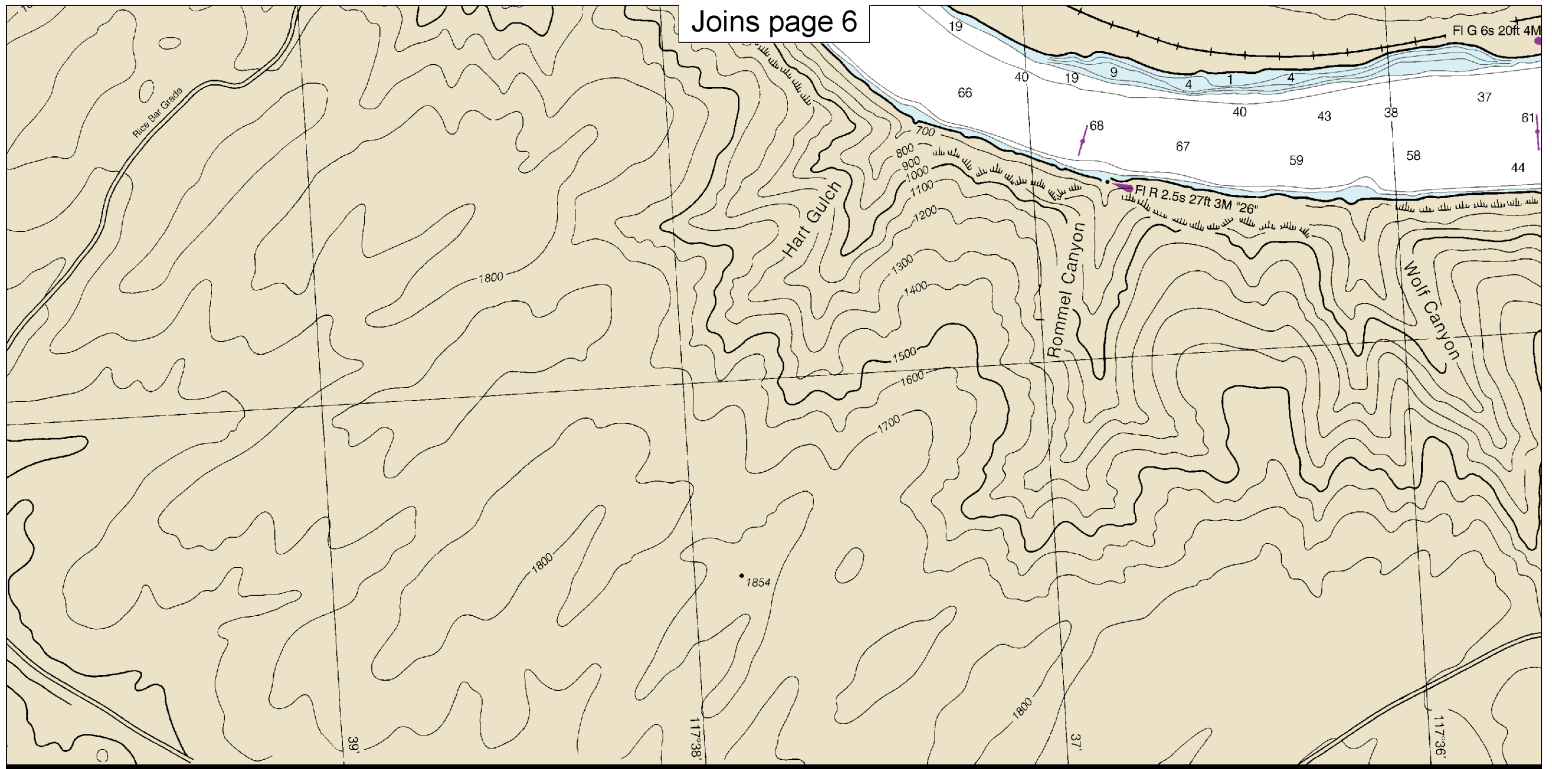




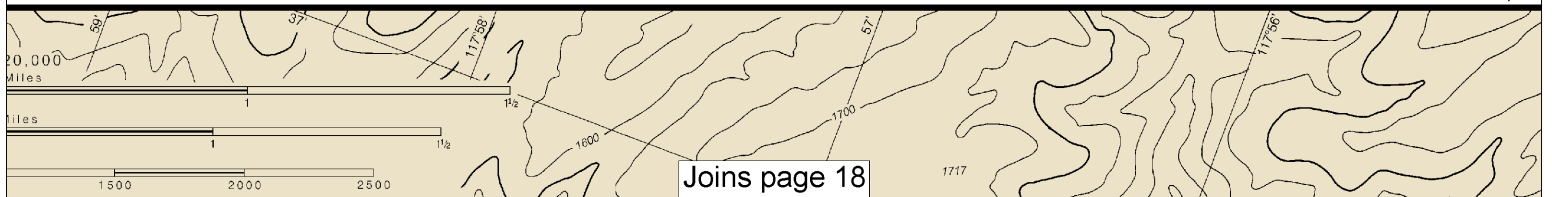
Joins page 12



published in Chapter 2, U.S. Maps to Chapter 2 are published in the Office of the Commander, U.S. Army, Washington or at the Corps of Engineers in



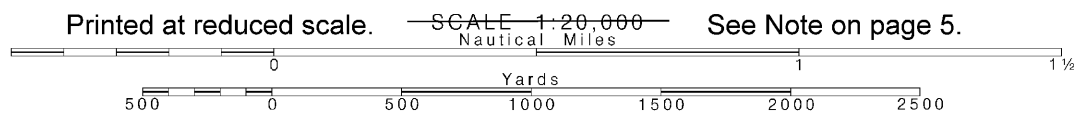
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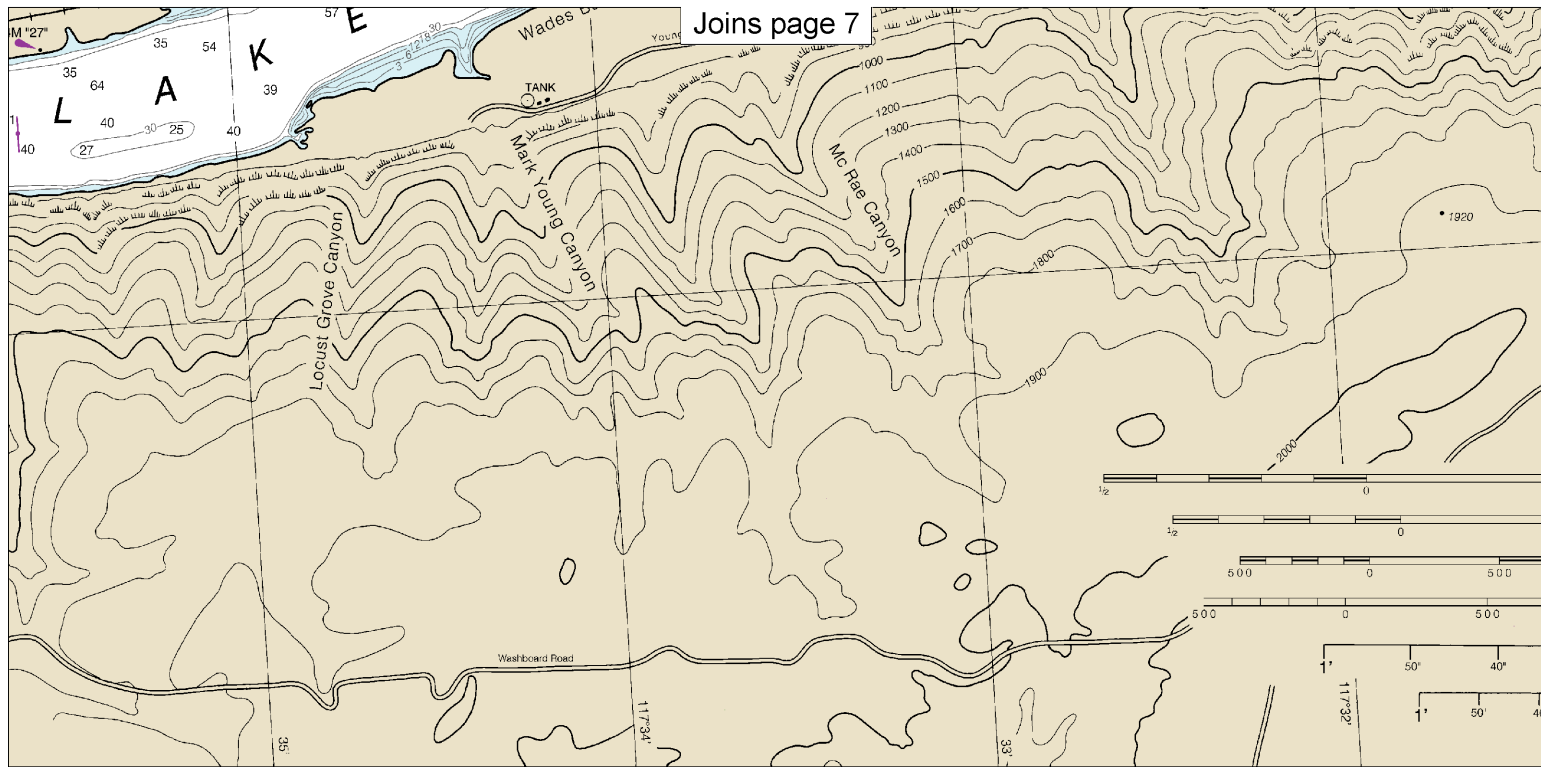


Joins page 18

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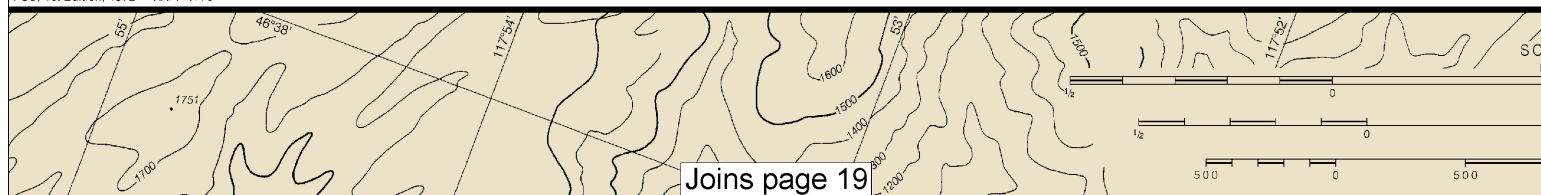
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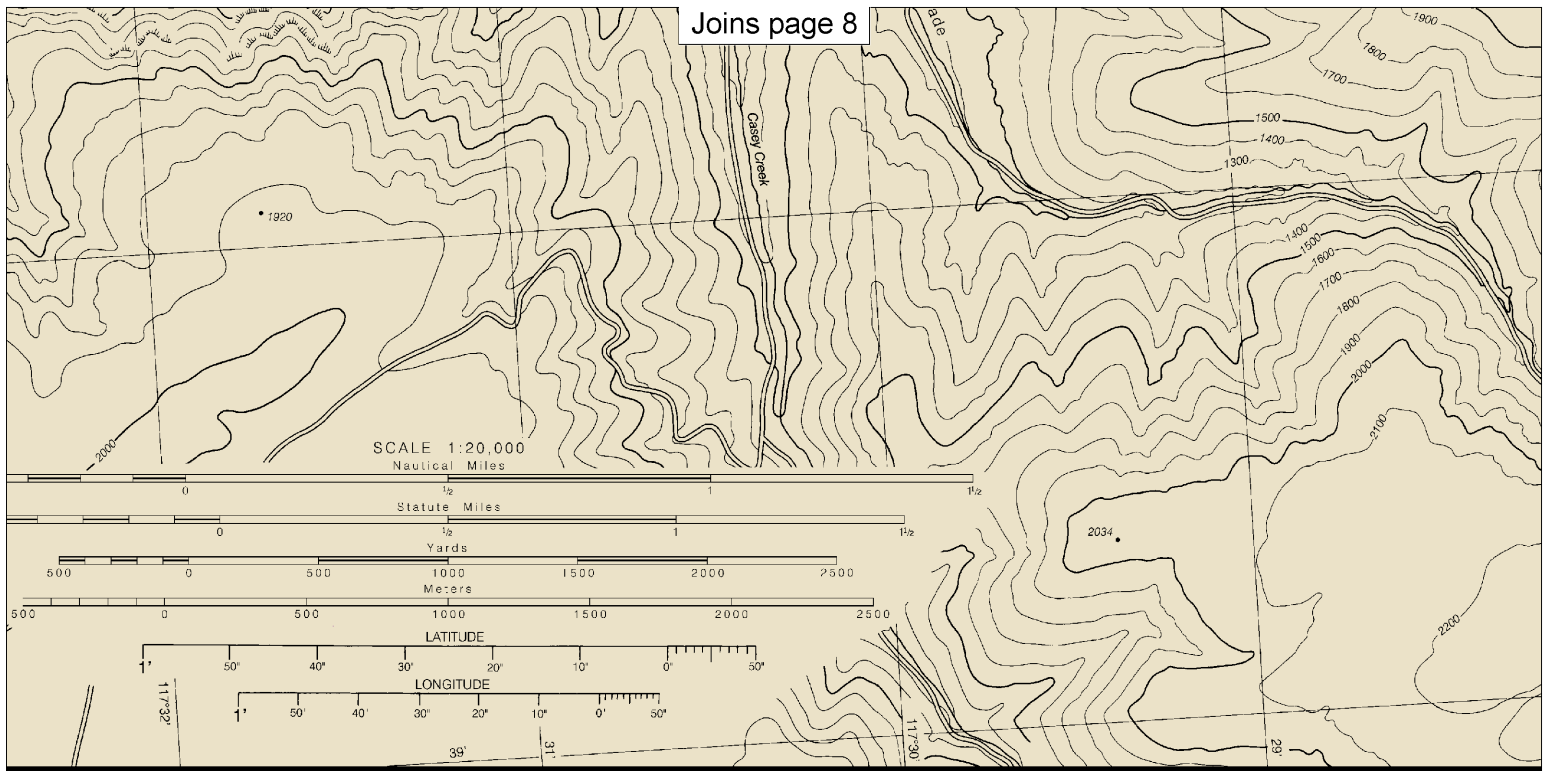


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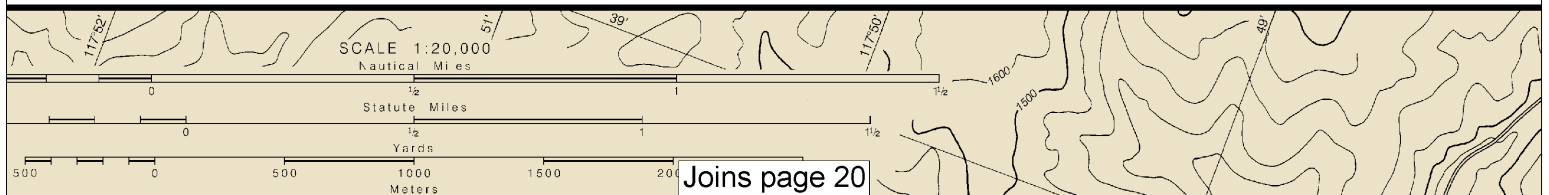
4-SC, 1st Edition, 1972 KAPP 1776



Joins page 8



Joins page 13



Joins page 20

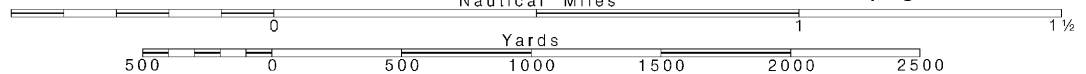
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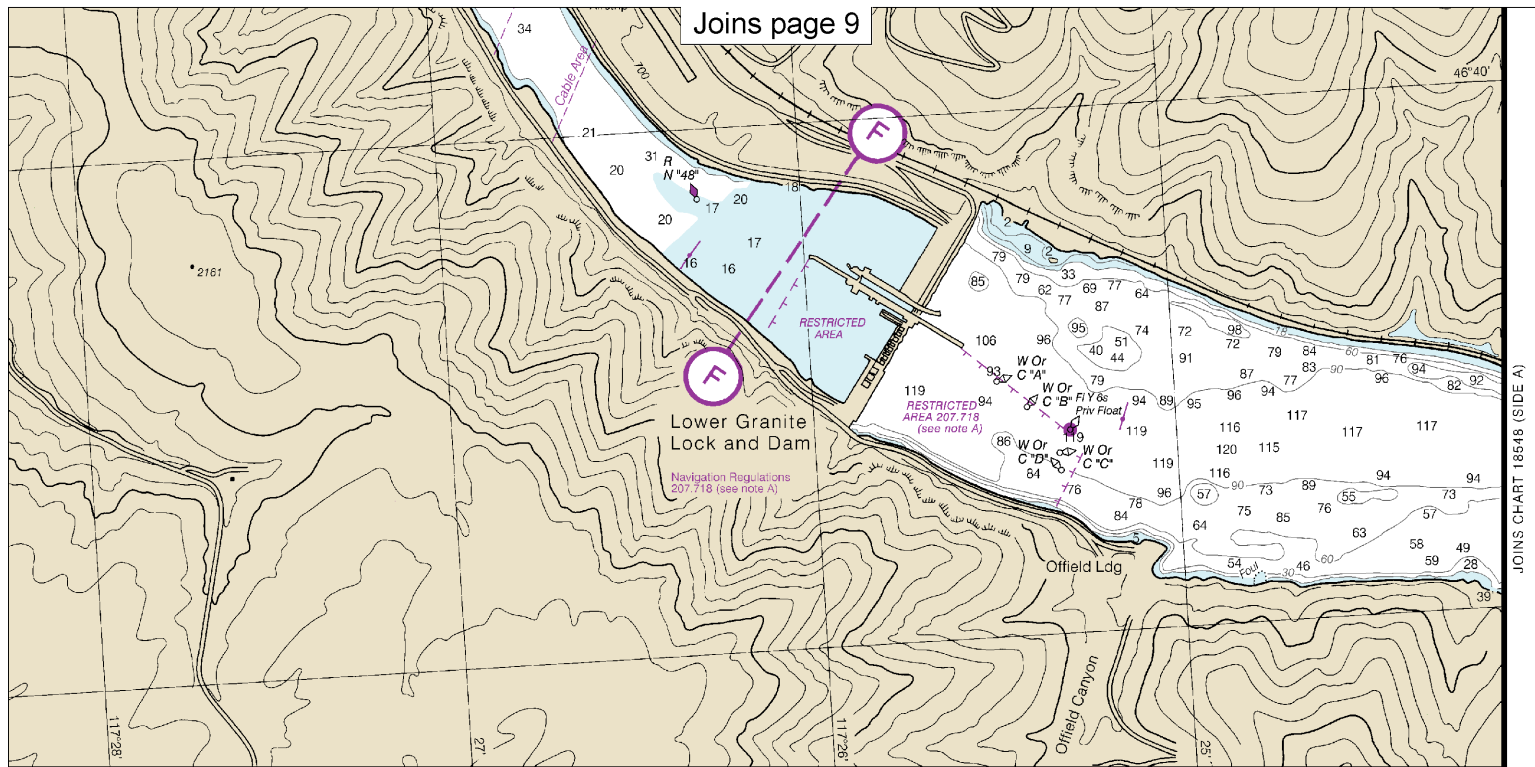
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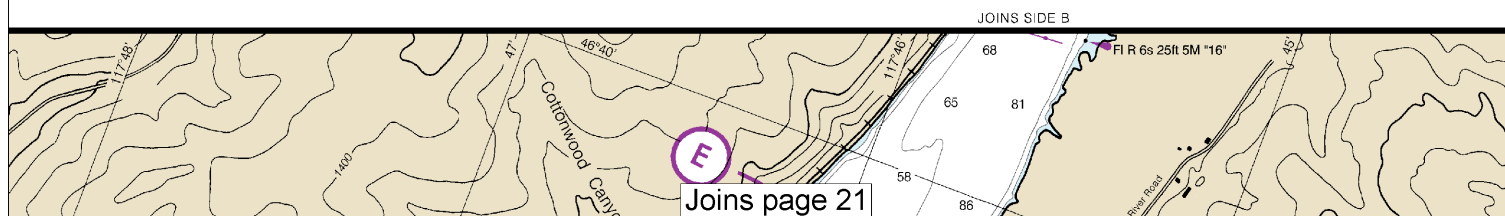
SCALE 1:20,000
Nautical Miles

See Note on page 5.





18547





THE NATION'S CHARTMAKER SINCE 1807

WASHINGTON

SNAKE RIVER LAKE BRYAN

NAUTICAL CHART 18547

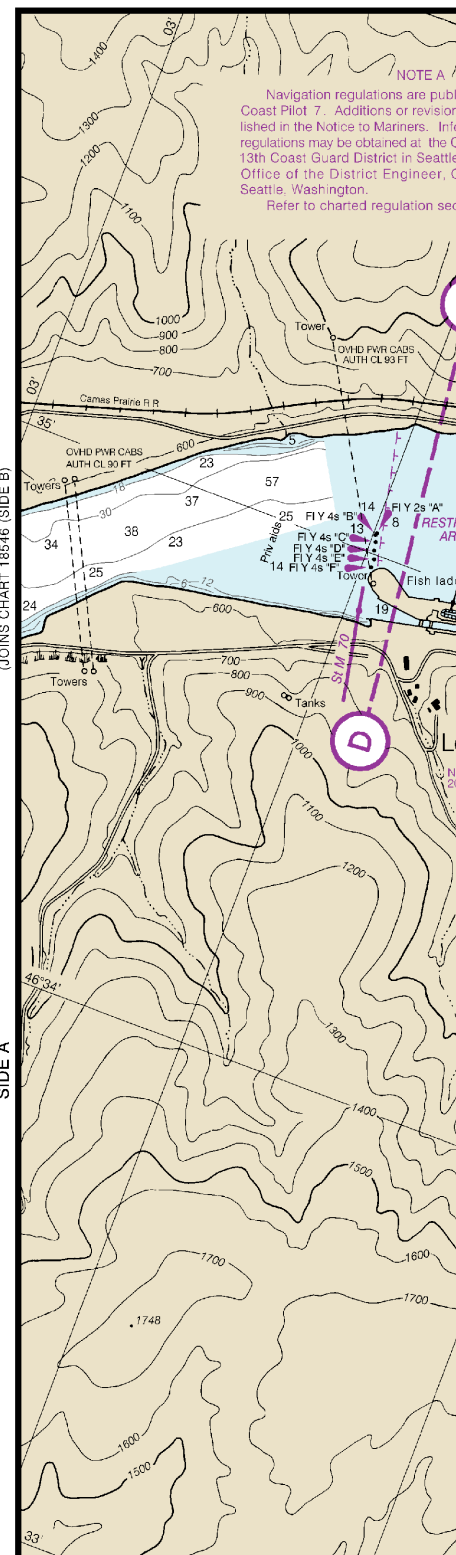


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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

Mercator Projection
 Scale 1:20,000 at Lat. 46°38'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS AND OVERHEAD CLEARANCES IN FEET

Joins page 22



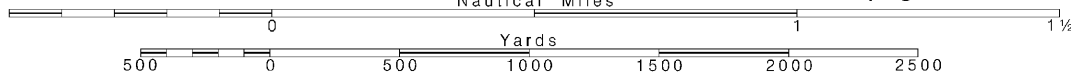
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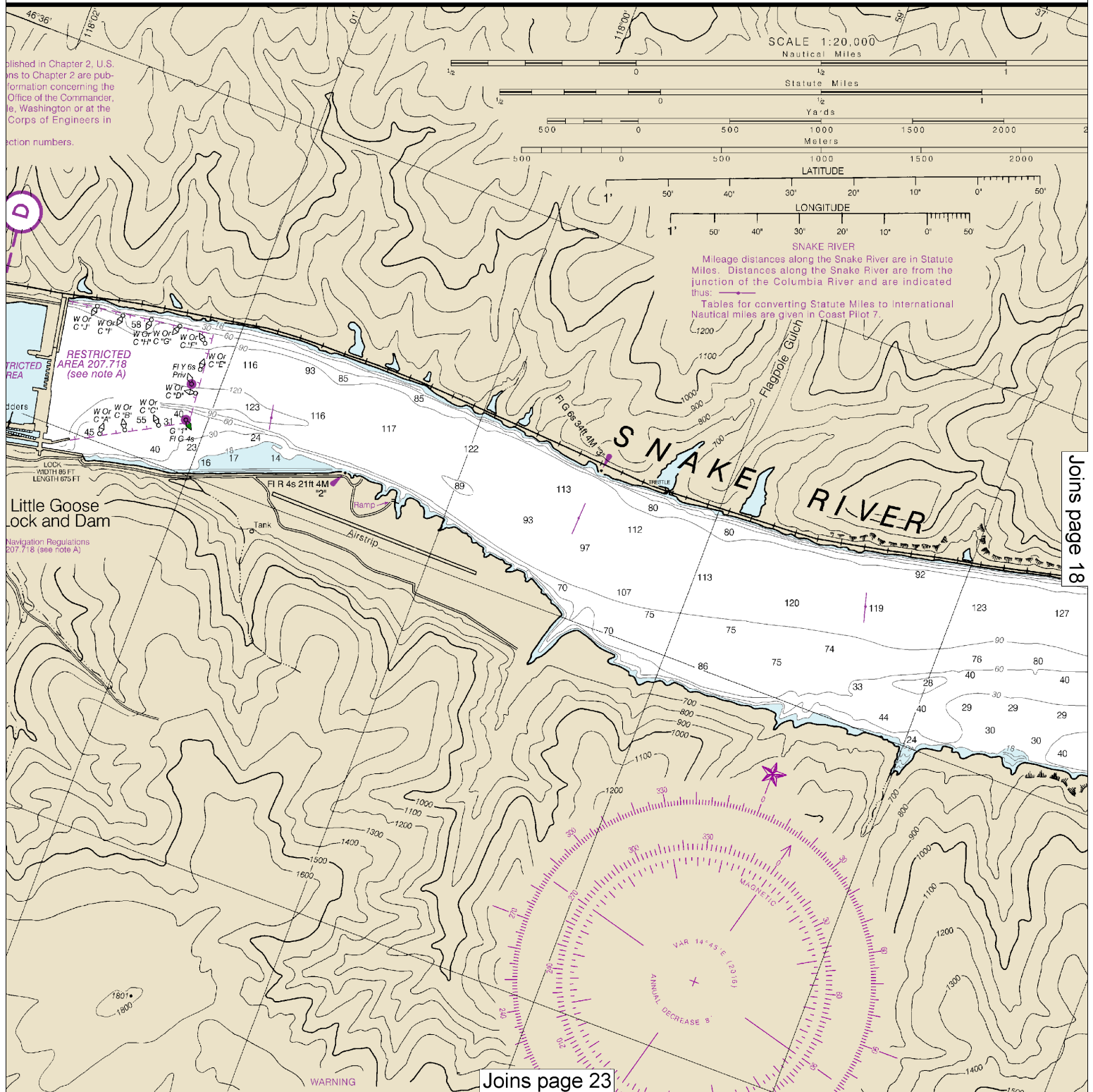
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Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

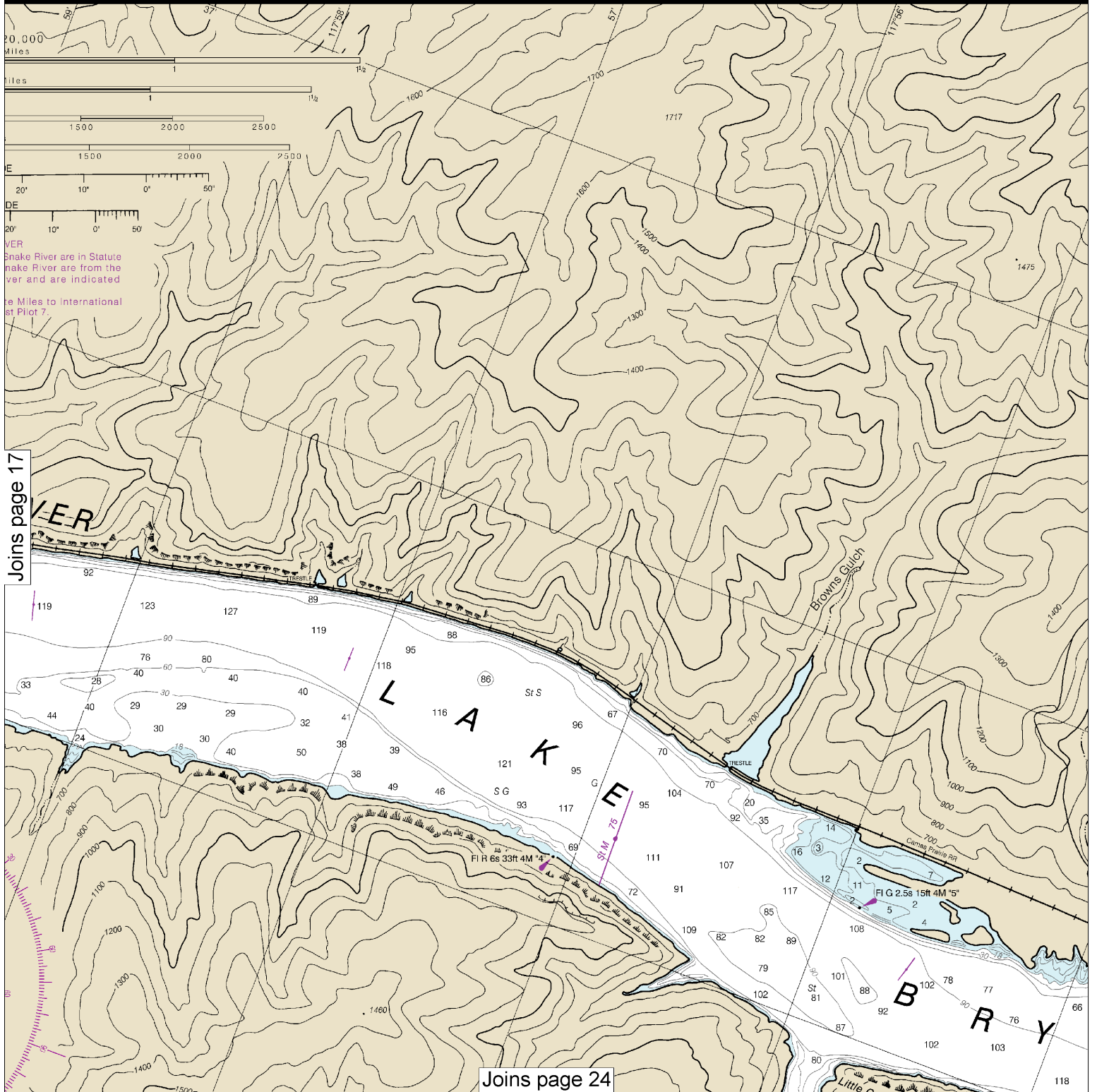
See Note on page 5.



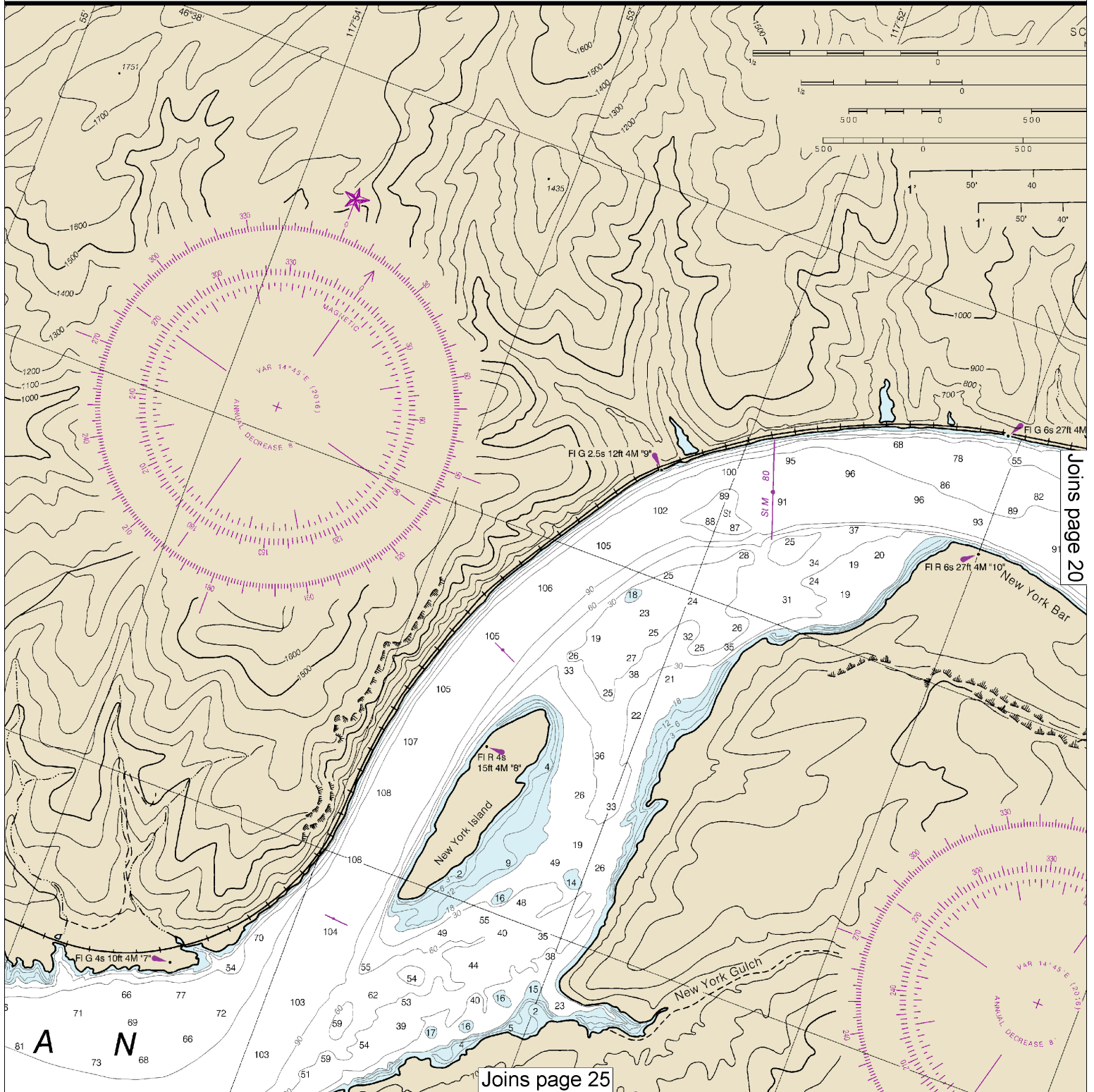


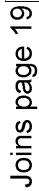
Joins page 18

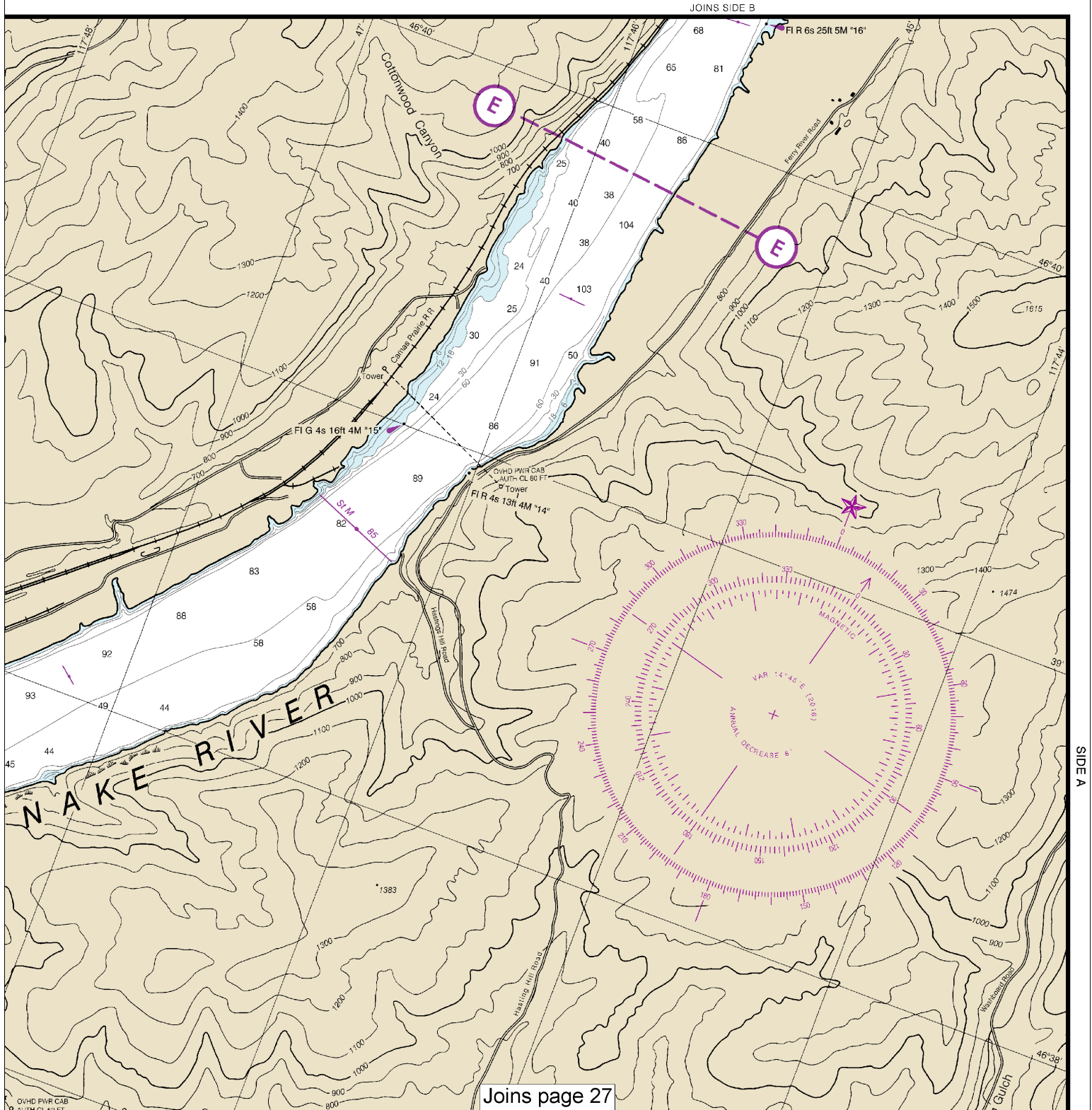
Joins page 23



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection
Scale 1:20,000 at Lat. 46°38'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS AND OVERHEAD CLEARANCES IN FEET

Soundings and clearances of bridges and overhead cables in Lower Monumental Reservoir west of Little Goose Lock and Dam are referred to normal pool elevation of 540 feet above mean sea level. Soundings in Lake Bryan are referred to 635 feet above mean sea level. Normal operating pool range is between 633 feet and 638 feet above mean sea level and draw down to 635 feet may occur without prior notice. Vertical clearances for overhead cables and bridges are referred to the normal pool level of 638 feet above mean sea level.

HEIGHTS
Heights in feet above Mean High Water.

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.

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

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. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

CAUTION
The depths of water on this chart have been determined from conditions existing prior to the filling of the pool. Shoaler depths than charted may exist within the blue tinted areas particularly near the shoreline.

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).

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 0.446' southward and 3.723' westward to agree with this chart.

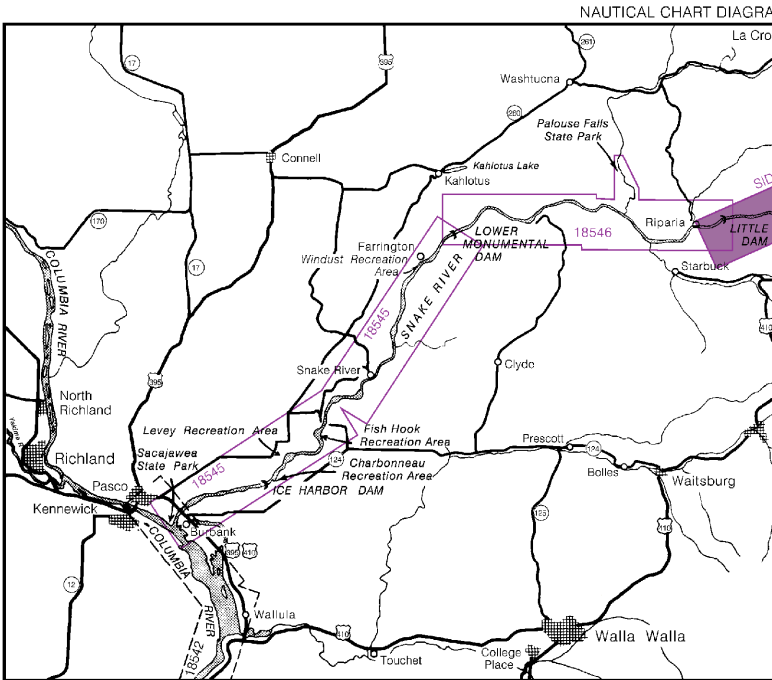
(P) Pump out facilities

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

CAUTION
Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

CAUTION
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.



18547

This is the Last Edition of this chart. It will be canceled on Jul 2, 2024
9th Ed., Jan. 2016. Last Correction: 1/2/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)

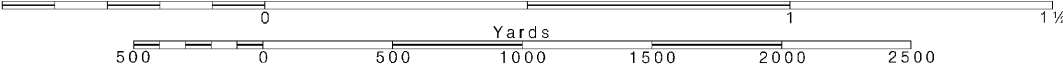
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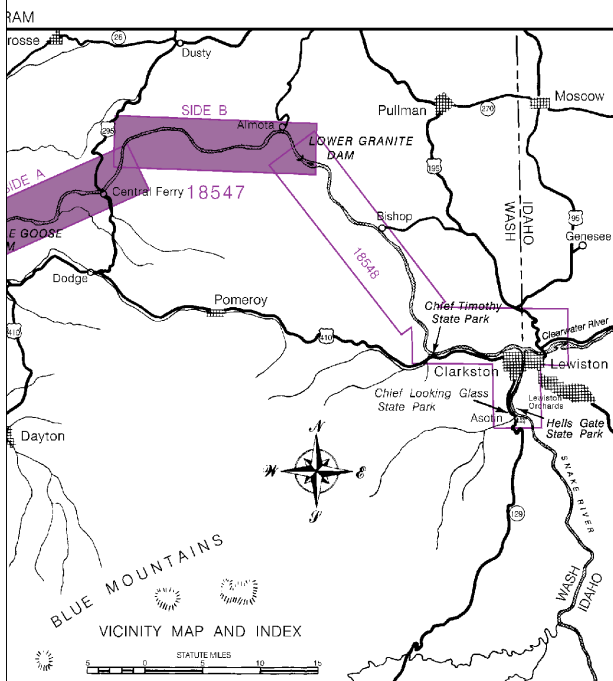
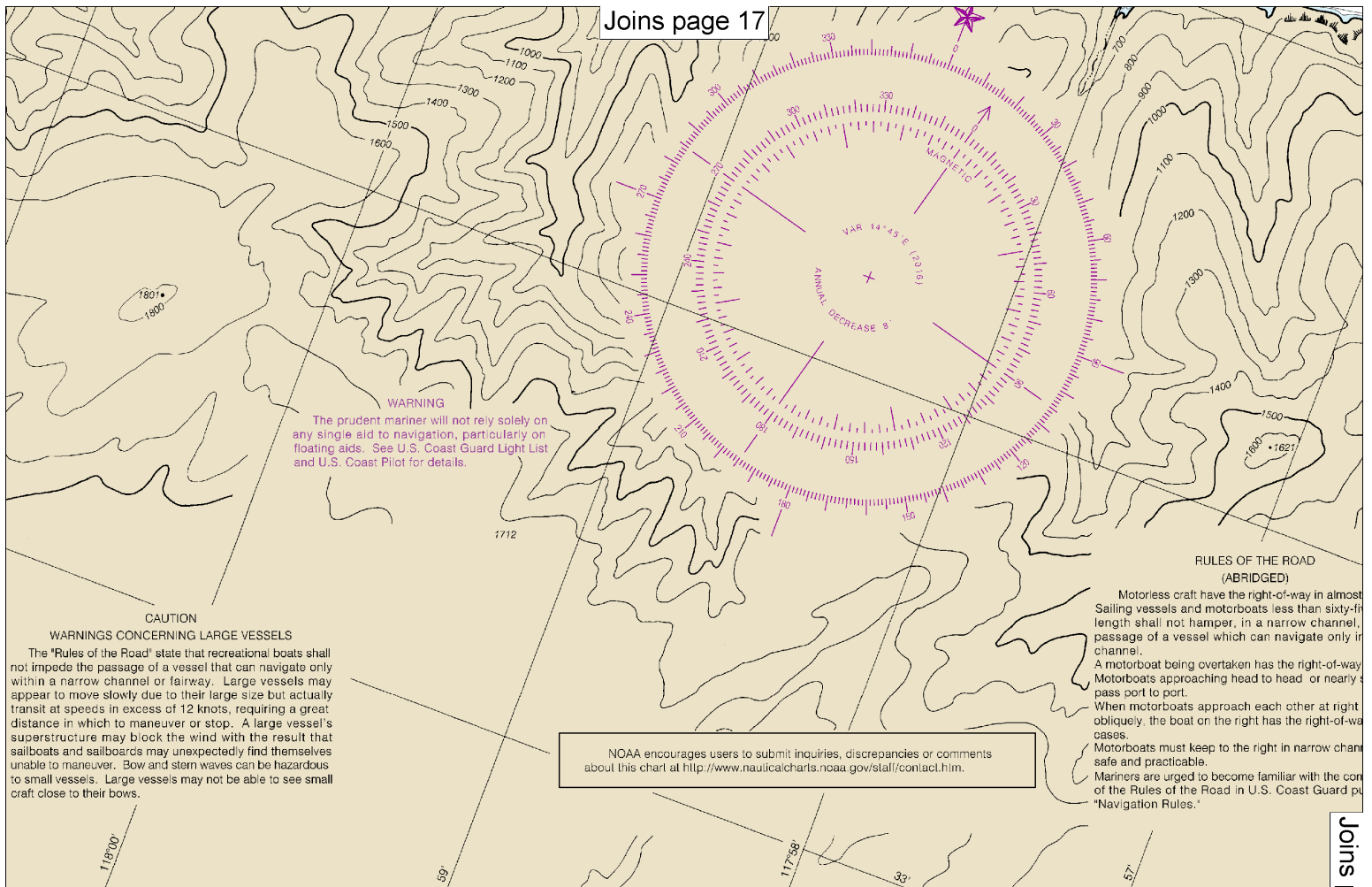
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





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 LD 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

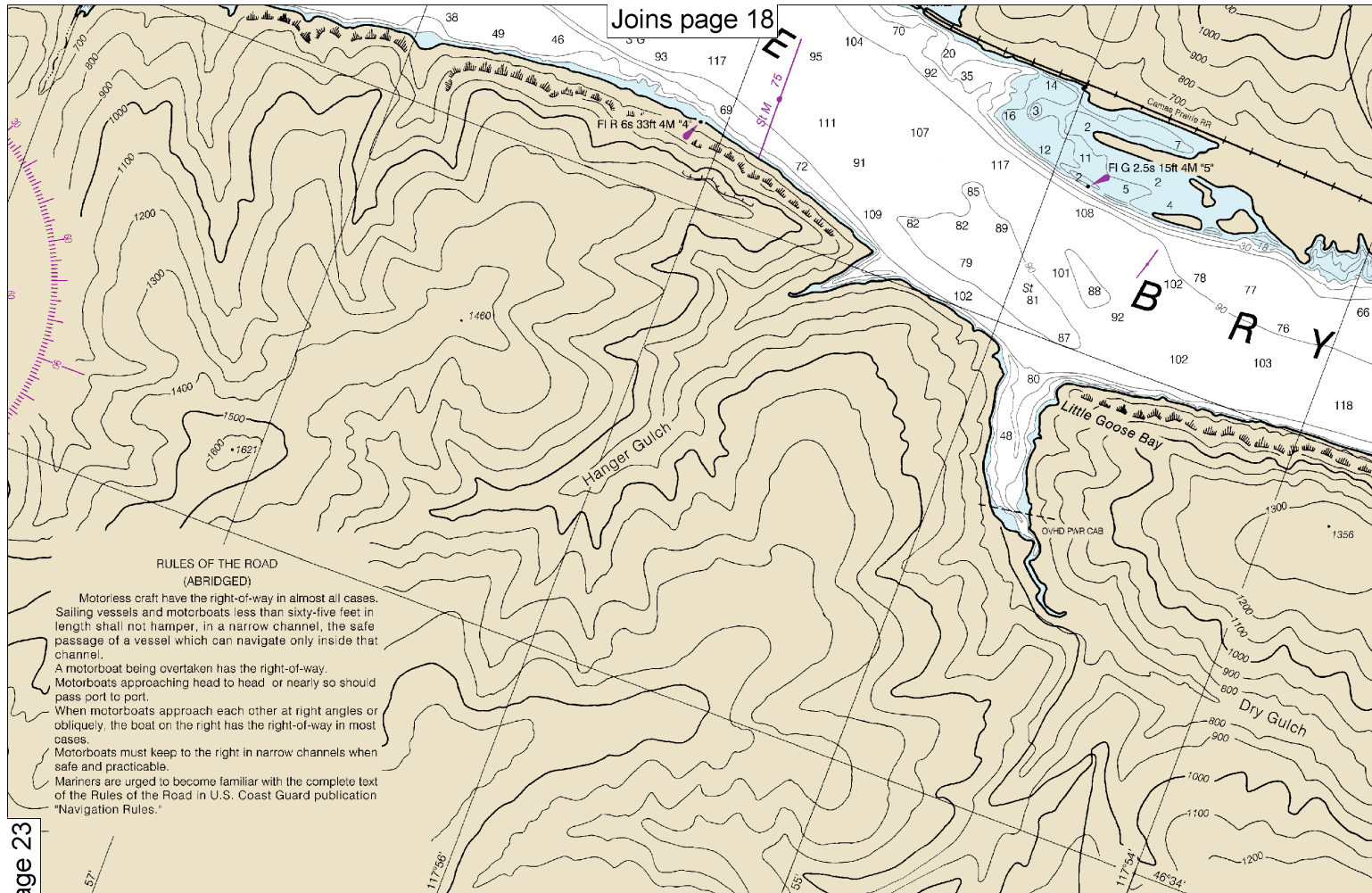
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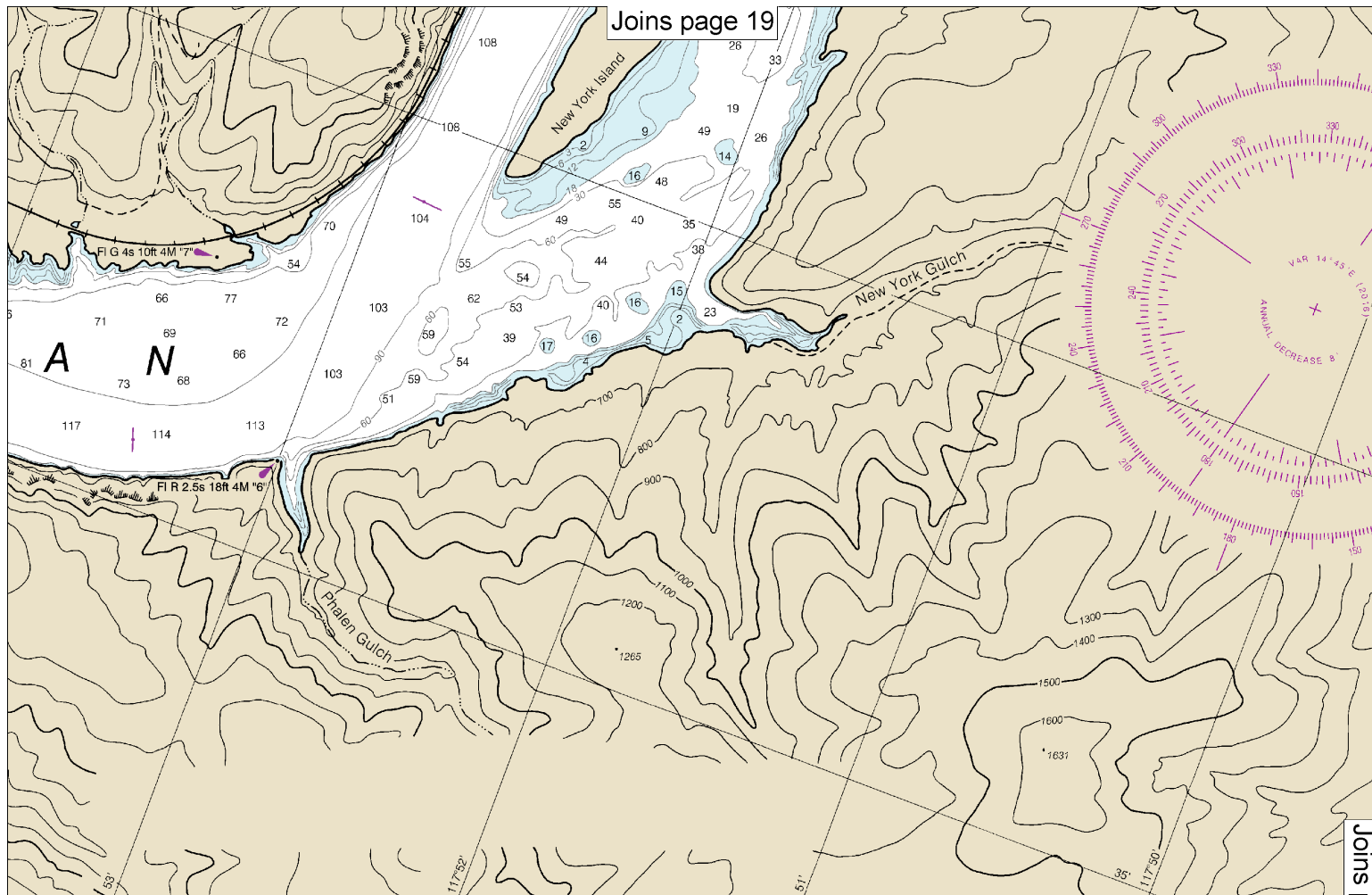
Blds boulders	Co coral	gy gray	Cys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			

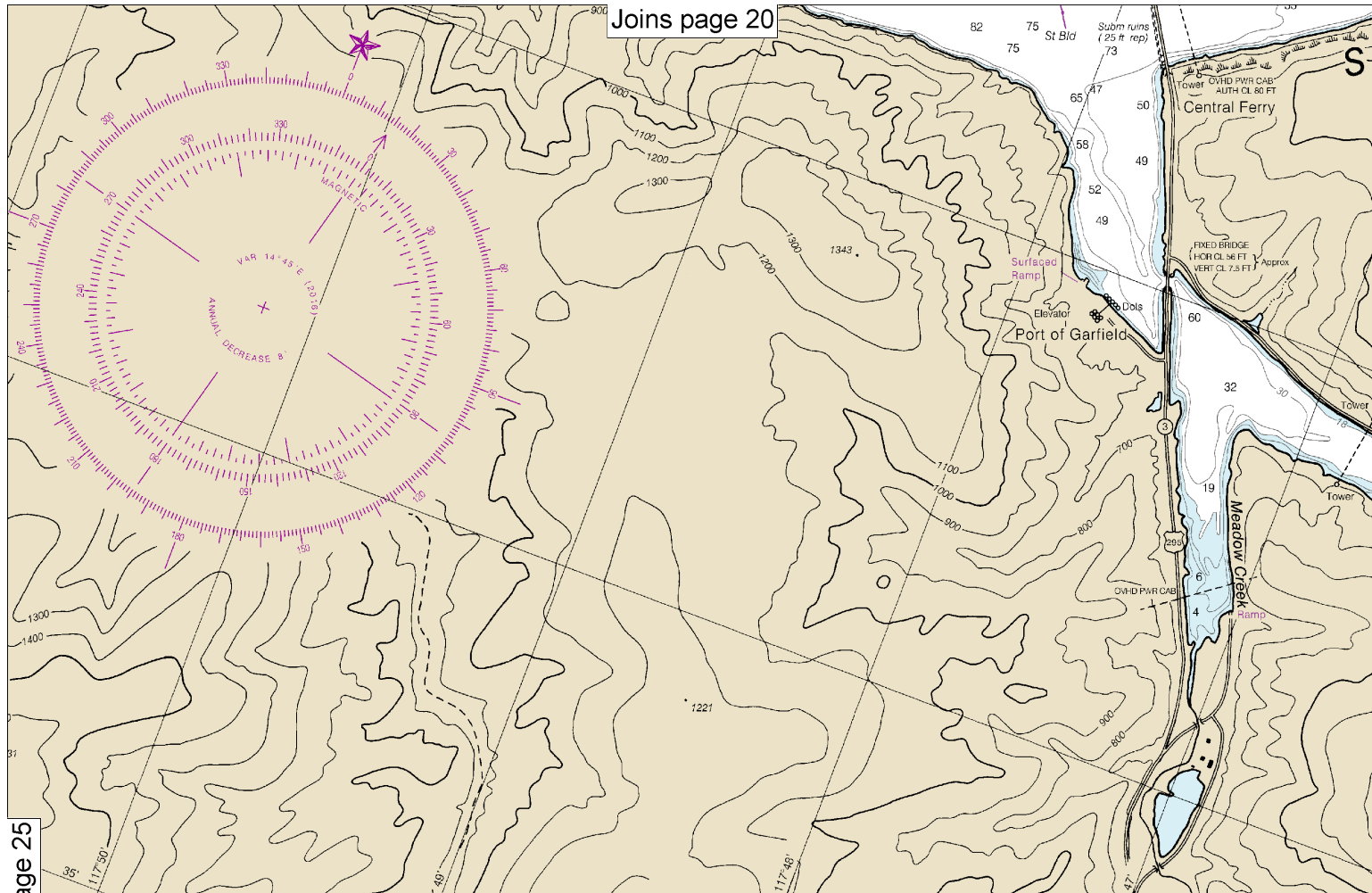
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.





SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart. each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.



Joins page 25

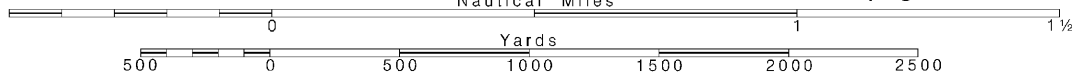
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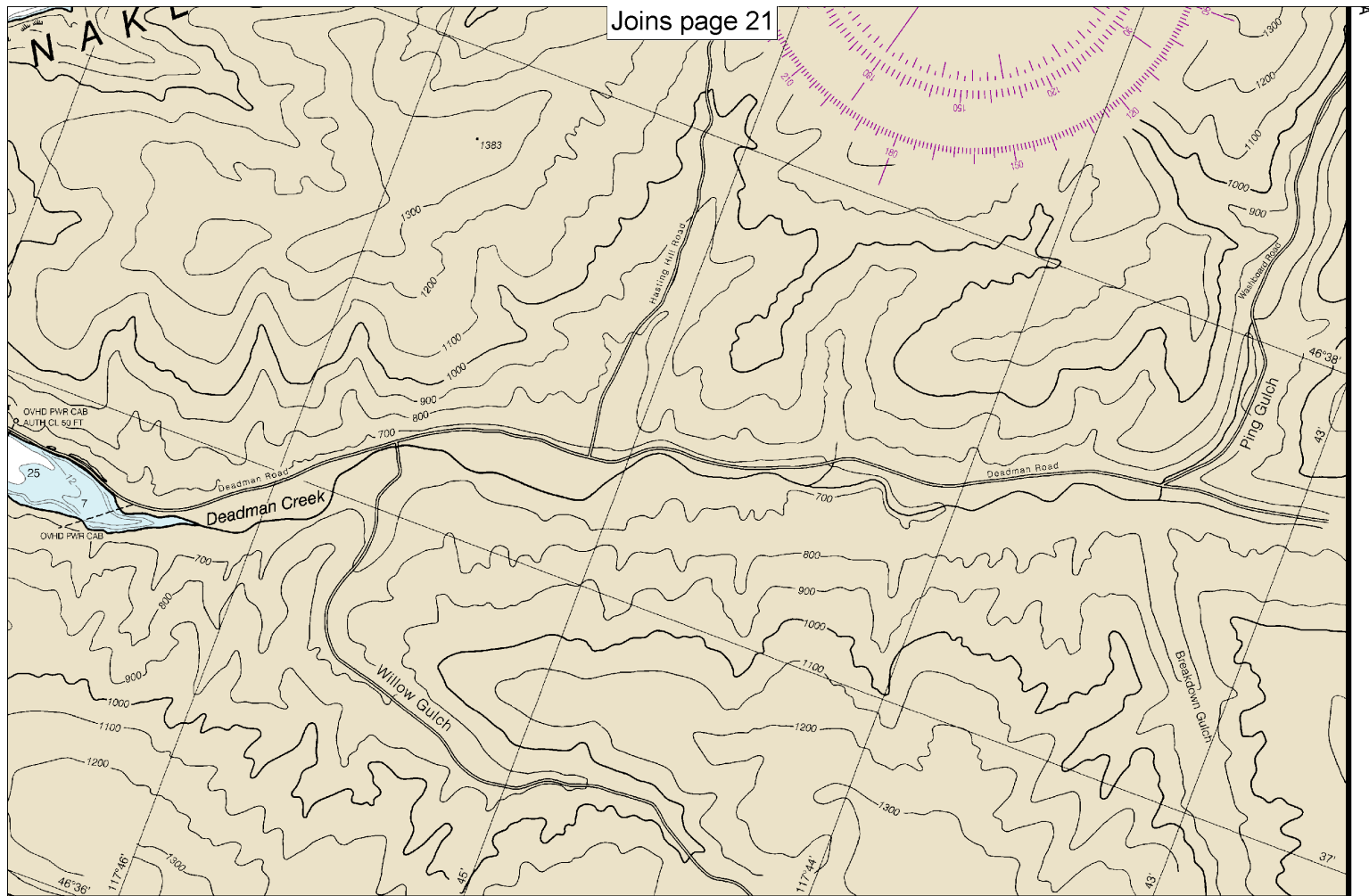
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





18547



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.



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/>

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!

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.