Snake River – Lower Granite Lake
NOAA Chart 18548

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

Included Area

Approximate Page Index
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.


(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 Teton, 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 bridgeender 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, chapter 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          (206) 220-7001
Seattle, WA
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
THE SNAKE RIVER
FACTS AND HISTORY

The Snake River, one of the most important streams in the Pacific northwest section of the United States, is the largest tributary of the Columbia River.

The river rises in high, rugged mountains of the continental divide near the southwest corner of Yellowstone National Park in Wyoming and joins the Columbia near Pasco, Washington after flowing 1,039 miles. The river descends from elevations of 10,000 feet to an elevation of 300 feet.

Discovered in 1605 by the Lewis and Clark expedition, the Snake River with its many turbulent rapids presented one of the most difficult rivers for the Expedition to negotiate. Canoes were damaged by rocks, supplies became saturated and some supplies were lost when a canoe capsized.

Today, near Pasco-Kennewick, Seattle's State Park and museum is dedicated to the Indian woman who guided the explorers.

LOWER SNAKE RIVER DAMS
ICE HARBOR
LOWER MONUMENTAL
LITTLE GOOSE
LOWER GRANITE

These Snake River Dams were authorized by Congress to serve the Pacific Northwest as "Multi-purpose" projects, providing electric power, steel-ware transportation to the Pacific Ocean Rims, and to retain passage for anadromous fish to and from their habitat spawning waters inland.

Many parks and recreation areas are also planned by the Corps of Engineers to the enjoyment of the entire family. Northwest residents and their guests will have ready access to swimming, boating, fishing, skiing and picnicking.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 7 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commandant, 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.

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 affect.
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.
7. Storm warning display locations and small craft warning signals have been charted for your safety.

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

Use NOAA electronic navigational charts for the most up-to-date information.

Printed at reduced scale. SCALE 1:20,000 See Note on page 5.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices to Mariners.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

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

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

© Pump out facilities

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

RULES OF THE ROAD (ABRIDGED)
Mattress craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, shall not impede, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way. Motorboaters approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Moores are urged to become familiar with the terminology of the Rules of the Road in the U.S. Coast Guard publication "Navigation Rules."
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/

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart updates (LNMs and NM corrections) | http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Coast Pilot online | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Tides and Currents | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | http://www.nowcoast.noaa.gov/ |
| National Weather Service | http://www.weather.gov/ |
| National Hurricane Center | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | http://ptwc.weather.gov/ |
| Contact Us | http://www.nauticalcharts.noaa.gov/staff/contact.htm |

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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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker