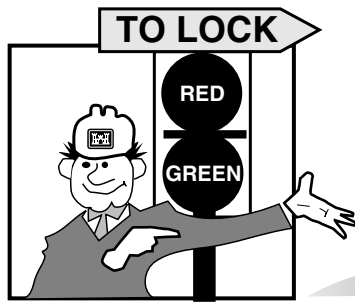
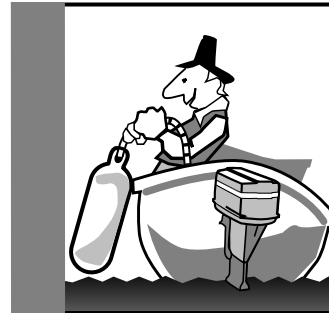


# How To Lock Through



**1** Ask permission from the lock operator to enter the lock via intercom or radio. Wait to be notified by intercom or radio, and horn or light signals to proceed.



**2** Proceed into the lock and place fenders fore and aft on side of vessel high enough to protect the outermost edge of vessel.

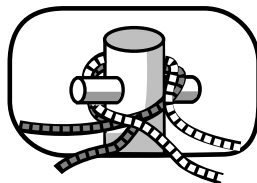
**3** Tie up at the mooring bitt designated by the lock operator. Position your vessel so the mooring bitt is located amidship.



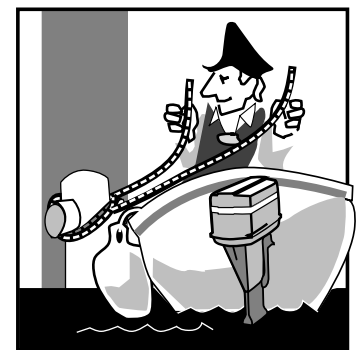
**4** If there are several vessels in the lock, you may be instructed to tie alongside a craft already secured to one of the mooring bitts or use an alternate bitt.



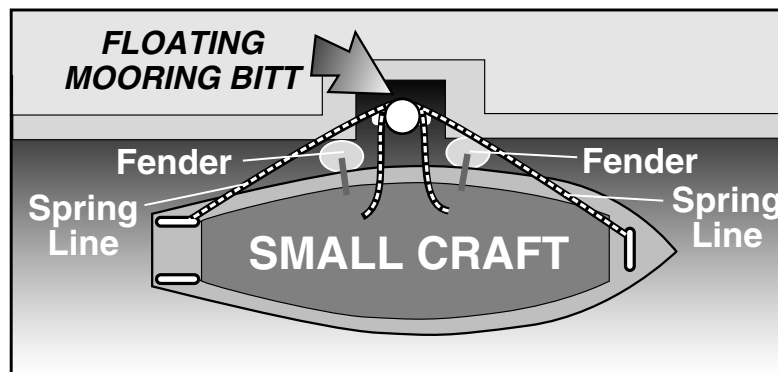
**5** Use two spring lines, one from the bow and one from the stern.



**6** Secure both lines around the mooring bitt and remain alert in case the bitt gets stuck and you need to release the lines quickly. Please remain secured to bitt until told to proceed.



**7** View of final mooring position of your vessel for safe lockage.



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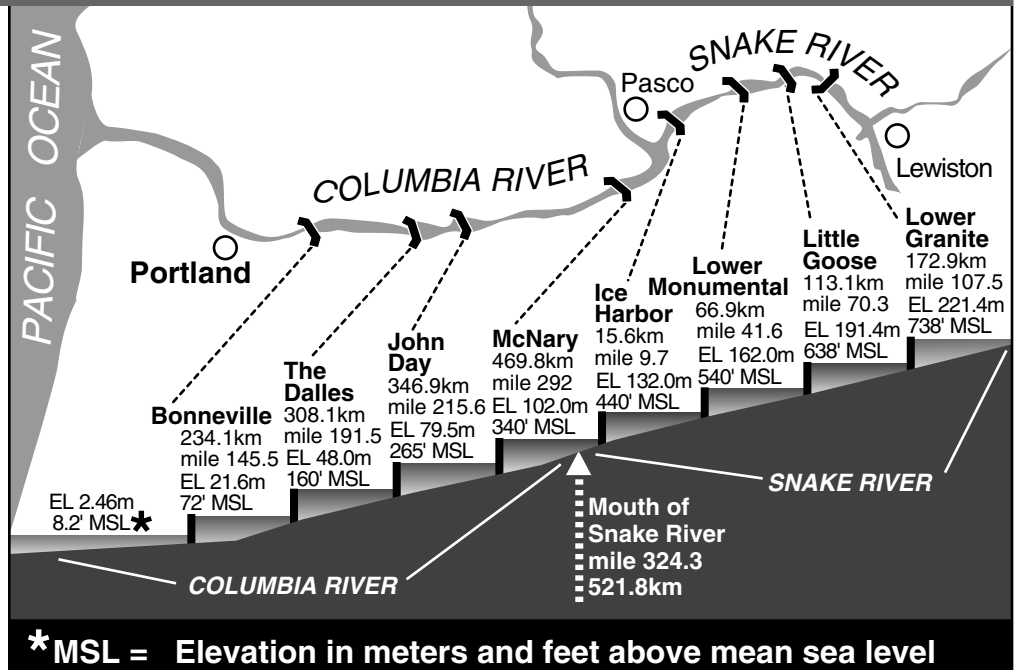
**Keep careful watch throughout the lockage!**

*In an emergency, you could be notified to quickly release your vessel from the mooring bitt.*

**ALWAYS WEAR YOUR LIFE JACKET**

# Using the Columbia-Snake River Inland Waterway

## Location Maps Columbia and Snake Rivers



\* MSL = Elevation in meters and feet above mean sea level

## Safe Lockage Policy for Columbia and Snake Rivers...

**PORTAGE OF NON-MOTORIZED RECREATIONAL CRAFT AND OTHER VESSELS UNSUITABLE FOR LOCKAGE IS THE PREFERRED METHOD OF TRANSPORT AROUND DAMS.** Non-motorized craft on the Columbia River may be locked through if moored to a motorized assist vessel. On the Snake River non-motorized craft may be locked through without an assist vessel when no spill is occurring. Personal watercraft of the "sit-down" variety will be accepted for lockage. (See phones and web sites below)

## Recreational Vessel Lockage Schedule...

The recreational vessel lockage schedule may be in effect. For more information in Portland District, (503)-808-5150, or <https://www.nwp.usace.army.mil/op/s/nl> in Walla Walla District, (509)-527-7020, or <http://www.nwp.usace.army.mil/html/offices/op/t/navdata/navlock.htm>

## Radio Ahead...

As soon as radio contact can be made or at least 1/2 hour before arrival at the lock, vessels equipped with marine VHF-FM Channel 14 should use the appropriate call sign from the list below to contact the lock operator.

Portland District	Walla Walla District
WUJ 33 - Bonneville	WUJ 41 - McNary
WUJ 34 - The Dalles	WUJ 42 - Ice Harbor
WUJ 35 - John Day	WUJ 43 - Lower Monumental
	WUJ 44 - Little Goose
	WUJ 45 - Lower Granite

## When You Arrive...

Boaters without radios should look for signs to direct you to pull cord signals and intercoms located upstream and downstream from the lock. Pull the cord to signal the lock operator. Speak directly to the lock operator over the intercom.

## Lock Operator Instructions...

Please follow the directions of the lock operator when using the locks or operating in the vicinity of the locks. Lock Operator has final authority on the suitability of a craft for lockage.

Neither passengers nor freight may be loaded or unloaded at locks.

The order of passage through the lock is at the discretion of the lock operator. The boat arriving first usually will be locked through first but there are exceptions.

Commercial vessels will take precedence.

## Entering and Exiting the Lock...

Enter when green light is on. Stand clear when red light is on. Lock operator may signal the lock is ready for *entry* by sounding *one long blast* on air horn, ready for *exit* by sounding *one short blast*.

Speed shall be reduced to a minimum (no wake) consistent with safe navigation. As a general rule, the following vessel shall remain at least 200 feet astern of the vessel ahead.

**Keep clear of barge traffic. Obstructing commercial traffic is unsafe and unlawful.**