

# How To Lock Through

**ALWAYS WEAR YOUR LIFE JACKET**

## 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 can only 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.



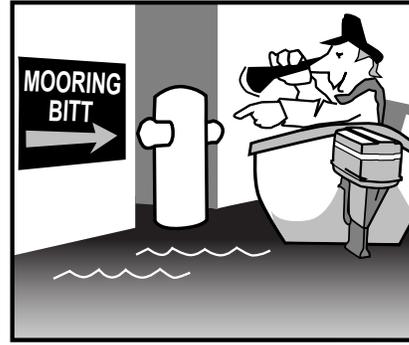
**1**

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. Do not tie up to a ladder.



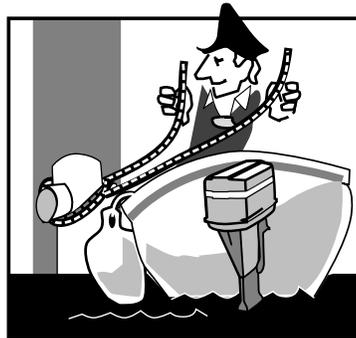
**4**

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.



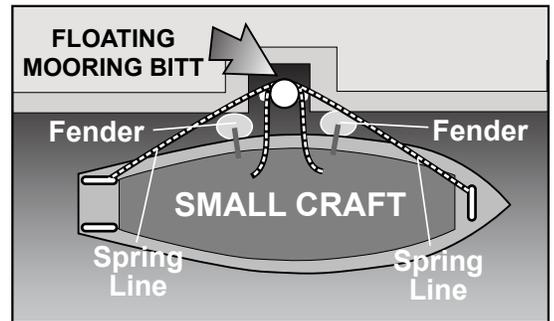
**5**

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



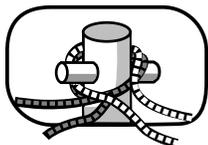
**6**

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.



US Army Corps  
of Engineers®  
Portland District

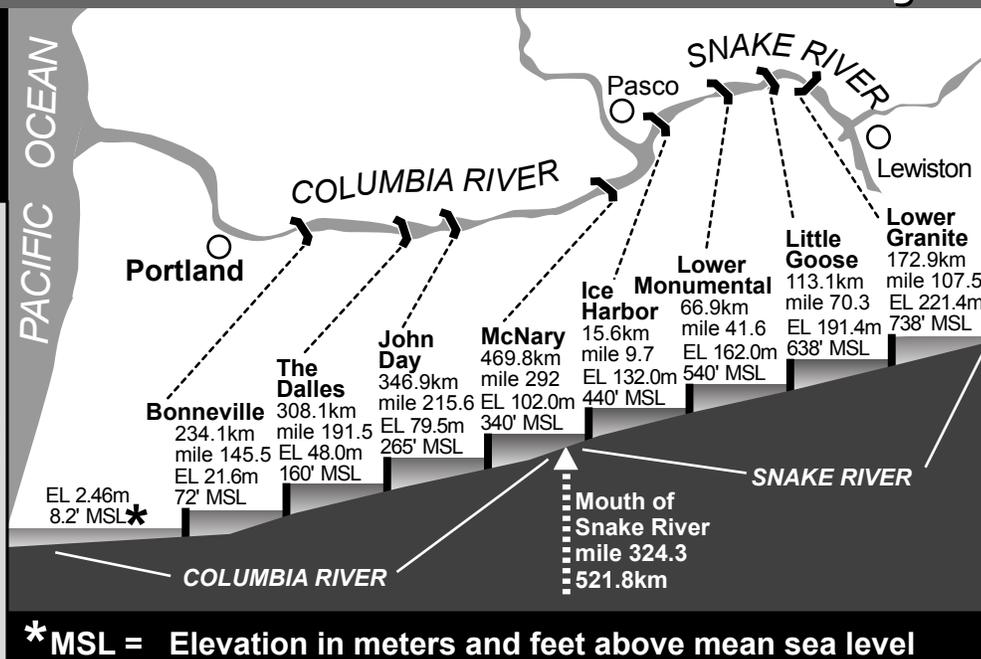
**Keep careful watch throughout the lockage!**

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

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# Using the Columbia-Snake River Inland Waterway

## Location Maps Columbia and Snake Rivers



### 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. You can also use your cell phone to contact the lock operator.

### 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 and government contract vessels take precedence between Sept. 15 and May 15.

### 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.

### Recreational Vessel Lockage Schedule...

The recreational vessel lockage schedule is in effect between May 15 and Sept. 15. For more information:

Portland District:  
(503)-808-4510, or <http://www.nwp.usace.army.mil>

Walla Walla District:  
(509)-527-7020, or <http://www.nww.usace.army.mil>

Dam	Phone Number	VHF-FM
<b>Portland District</b>		
Bonneville	541-374-8323	WUJ 33
The Dalles	541-298-4007	WUJ 34
John Day	541-298-9712	WUJ 35
<b>Walla Walla District</b>		
McNary	541-922-2231	WUJ 41
Ice Harbor	509-543-3231	WUJ 42
Lower Monumental	509-282-3218	WUJ 43
Little Goose	509-399-2233 ext. 231	WUJ 44
Lower Granite	509-843-1493 ext. 231	WUJ 45

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