

# BookletChart™

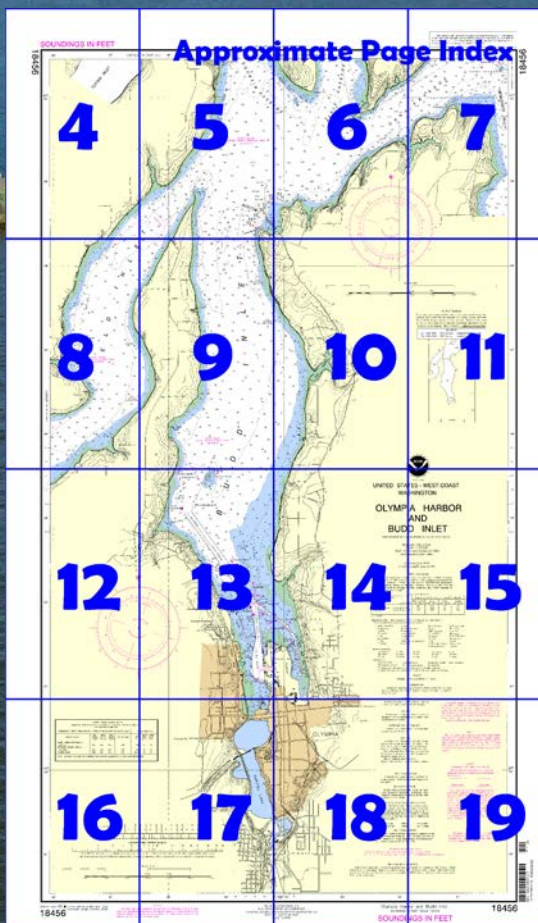
## ***Olympia Harbor and Budd Inlet*** **NOAA Chart 18456**



***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](http://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=18456>.



**(Selected Excerpts from Coast Pilot)**  
**Dana Passage**, between **Brisco Point**, the S point of Harstine Island, and the mainland, is about 2 miles long. It is the main route to Budd Inlet and Olympia, and also joins with three other bodies of water: Eld Inlet, Squaxin Passage, and Peale Passage. Squaxin Passage leads to Totten and Hammersley Inlets, and Peale Passage leads to Pickering Passage. With the exception of Itsami Ledge near its E end and a fish haven about 0.3 mile N, Dana Passage is clear and a

midchannel course may be safely followed. The currents in Dana Passage frequently attain velocities of 3 knots or more.

**Boston Harbor**, a village in the cove of the same name just E of Dofflemeyer Point, has a marina with berthage for about 100 craft, gasoline, diesel fuel, water, ice, limited supplies, and a launching ramp. **Budd Inlet**, 29 miles by water from Tacoma, is about 6 miles long, extending S from Dana Passage and terminating in flats that bare at the head of **East Bay** and **West Bay**. The entrance is between Cooper Point and **Dofflemeyer Point**; the latter is marked by a light. The entrance to Budd Inlet is deep except for a 27-foot shoal in the middle of the entrance. The shores are comparatively low and wooded, and the depths shoal less abruptly on the E than on the W side of the inlet. East Bay and West Bay are obstructed by flats and shoals that bare for about 0.8 mile, through which channels have been dredged to the Olympia waterfront.

**Olympia**, the capital of the State of Washington is at the head of East and West bays at the S end of Budd Inlet. Traffic in the port is composed primarily of container vessels, roll-on/roll-off, and break bulk.

**Channels.**—A **Federal project** provides for a 30-foot channel from deepwater in Budd Inlet to a 30-foot turning basin off the W side of the port terminal near the head of West Bay. The channel is marked by lighted and unlighted buoys, lights, and lighted ranges.

A dredged channel with a project depth of 13 feet leads SE from the 30-foot outer channel to a mooring basin on the E side of the peninsula at the head of East Bay; the channel is marked by a lights. (See Notice to Mariners and latest editions of charts for controlling depths.)

**Anchorage.**—Good anchorage may be had anywhere inside the entrance in muddy bottom.

**Dangers.**—**Olympia Shoal**, which bares, is about 0.4 mile off the W shore, 3 miles inside the entrance. A light is on the E side of the shoal, and on its W side are lights marking the approach to the dredged channel. There are numerous shoals, piles, dolphins, and log booms on the E side of the harbor. A visible wreck, in about 47°05'14"N., 122°55'49"W., is near the approach to the dredged entrance channel to Olympia; the wreck is marked by an orange buoy.

**Regulated navigation area.**—A security zone has been established in the turning basin of West Bay. (See **33 CFR 165.1321**, chapter 2, for limits and regulations.)

**Pilotage, Olympia.**—Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the W coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Puget Sound is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, chapter 12 for detail.)

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Olympia is a **customs port of entry**.

**Supplies.**—Water, ice, groceries, and some marine supplies can be obtained. Diesel fuel, gasoline, and lubricants are available.

**Small-craft facilities.**—There are many marinas at Olympia. Berths, electricity, gasoline, diesel fuel, water, ice, launching ramps, storage, and marine supplies are available. Hull and engine repairs can be made at a marina just S of the port wharf. A private yacht club has its moorings at the head of West Bay 0.3 mile S of the turning basin.

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

RCC Seattle

Commander  
13<sup>th</sup> CG District

(206) 220-7001

Seattle, WA



# 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

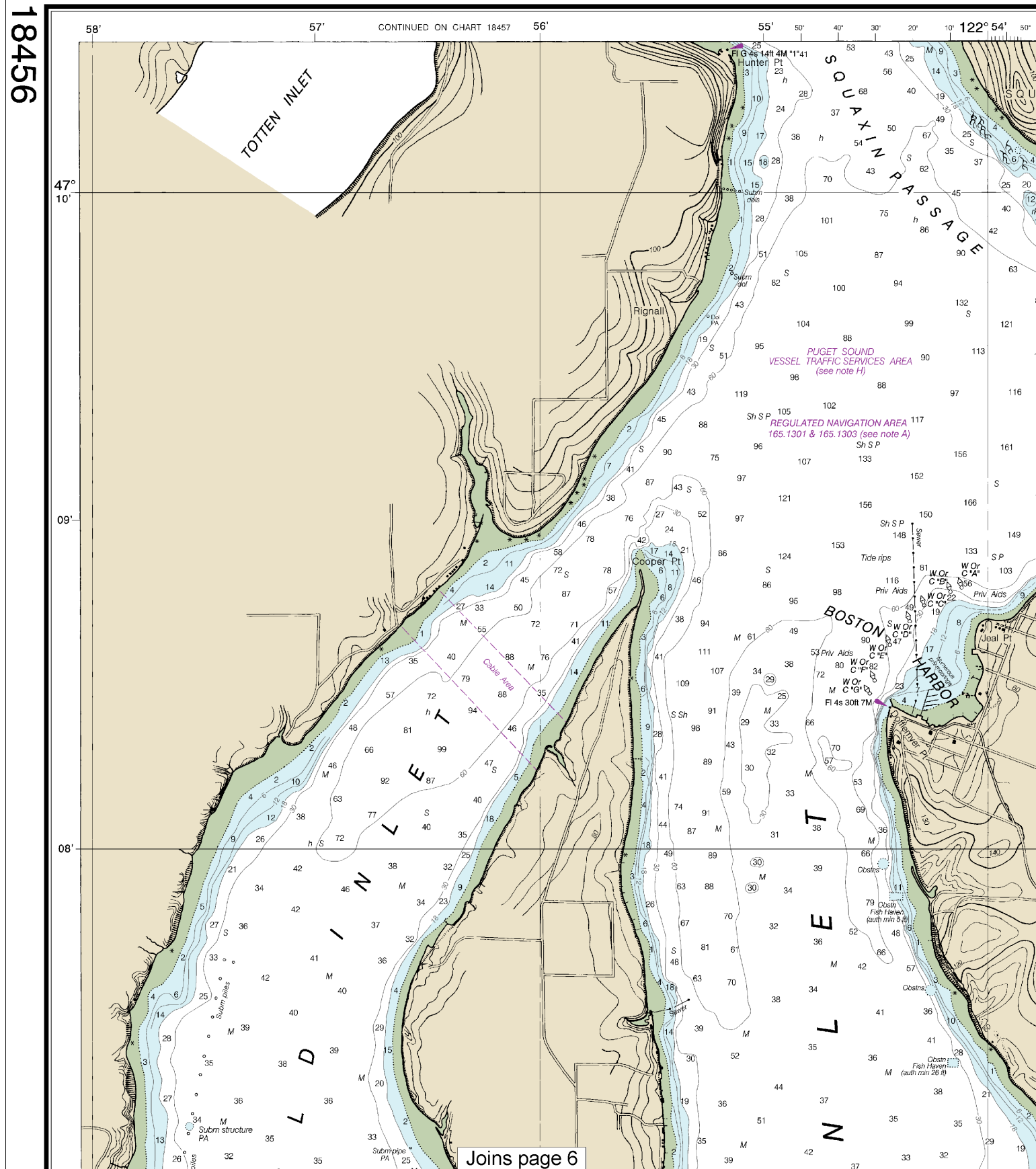


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FEET

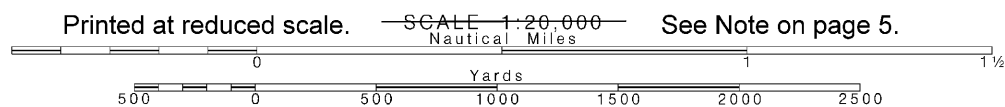
Formerly C&GS 6462, 1st Ed., 1876 C-1906-209

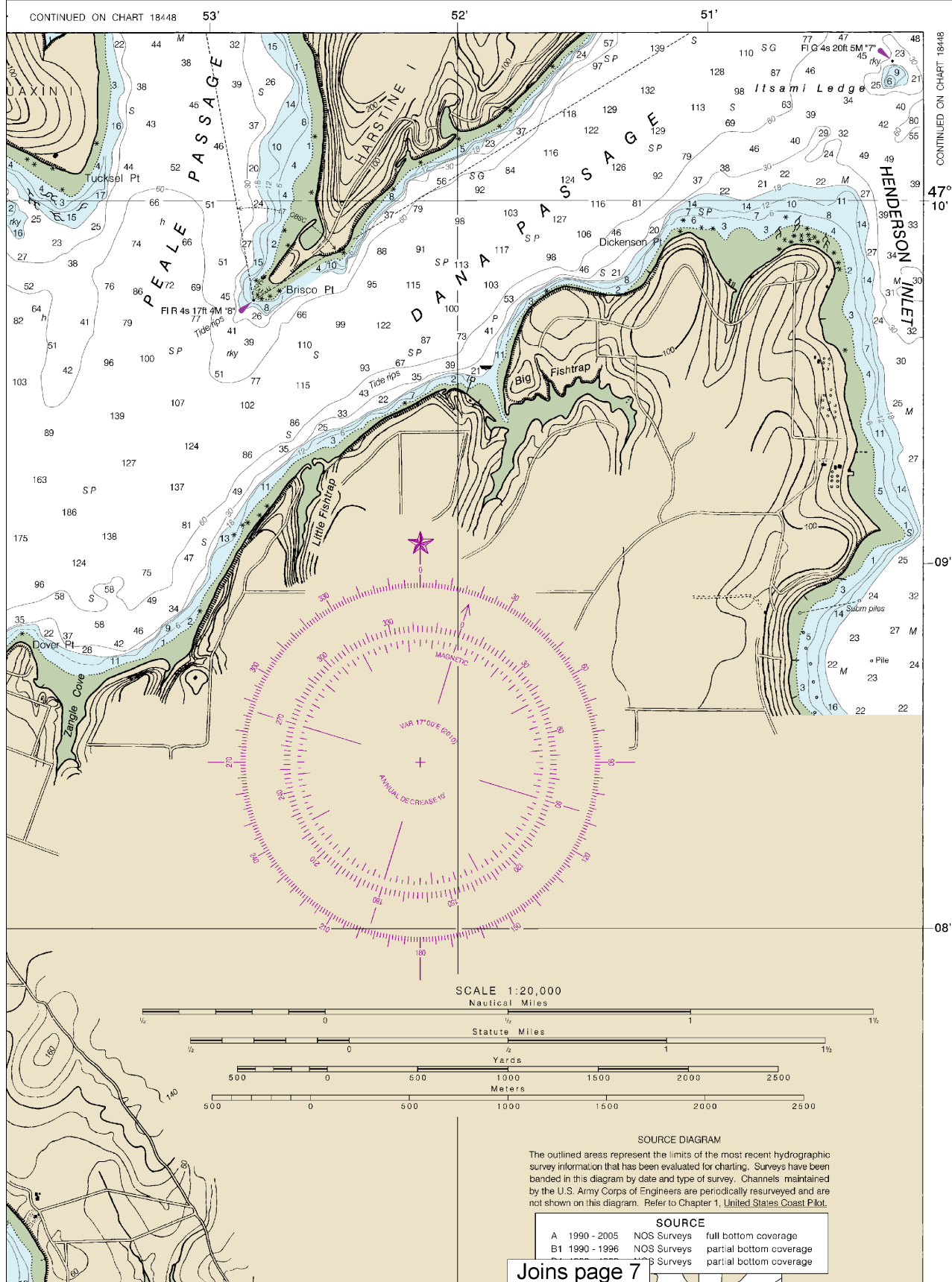
18456



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Note: Chart grid lines are aligned with true north.



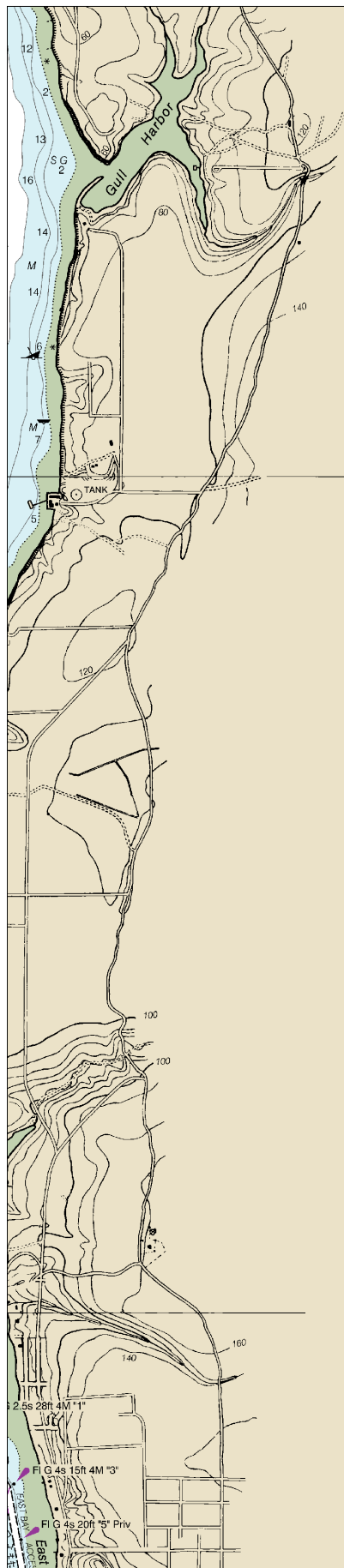


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This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

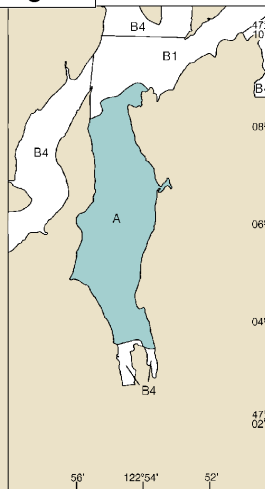






Joins page 5

5 surveys partial bottom coverage  
3 surveys partial bottom coverage



THE NATION'S CHARTMAKER SINCE 1807

## UNITED STATES - WEST COAST WASHINGTON

# OLYMPIA HARBOR AND BUDD INLET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Mercator Projection  
Scale 1:20,000  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

### 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 0.652" southward and 4.503" westward to agree with this chart.

### TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Doffelmeyer Point	(47°08'N/122°54'W)	14.4	13.4	3.1
	Olympia	(47°04'N/122°54'W)	14.6	13.6	3.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2010)

### 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
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT H/O light house	OC obscuring	SEC sector
C can	M nautical mile	Q quick	St M statute miles
DIA diaphone	m minutes	R red	VO very quick
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	W white
FI flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Ra Ref radar reflector	Y yellow

Bottom characteristics:  
Bds boulders Co coral

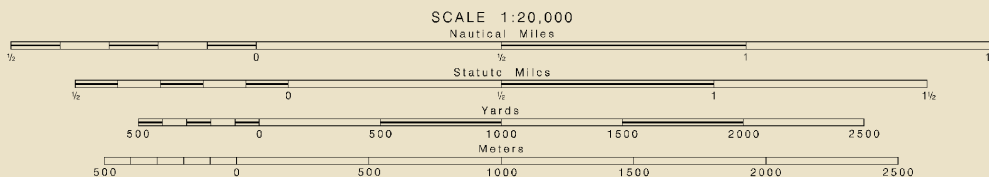
Joins page 9

so soft

OLYMPIA HARBOR PROJECT DEPTHS (see note)	
NAME OF CHANNEL	PROJECT DEPTH MILL (FATHOMS)
OLYMPIA CHANNEL (A) STA. 0+00 TO STA. 102+56	30
OLYMPIA CHANNEL (B) STA. 102+56 TO STA. 135+30	30
OLYMPIA CHANNEL (C) STA. 135+30 TO STA. 156+50	30
TURNING BASIN STA. 126+61 TO STA. 156+50	30
OLYMPIA EAST BAY CHANNEL STA. 102+56 TO STA. 135+30	13
EAST BAY ACCESS CHANNEL (A) STA. 37+30 TO STA. 67+35	13
EAST BAY ACCESS CHANNEL (B) STA. 38+67 TO STA. 40+66	13

**PROJECT DEPTHS**  
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at <http://navigation.usace.army.mil/Survey/Hydro>.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



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**CAUTION**

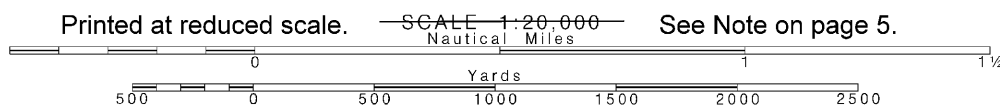
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This is the Last Edition of this chart. It will be canceled on Jul 2, 2024  
21st Ed., Nov. 2010, Last Correction: 1/2/2024, Cleared through:  
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)

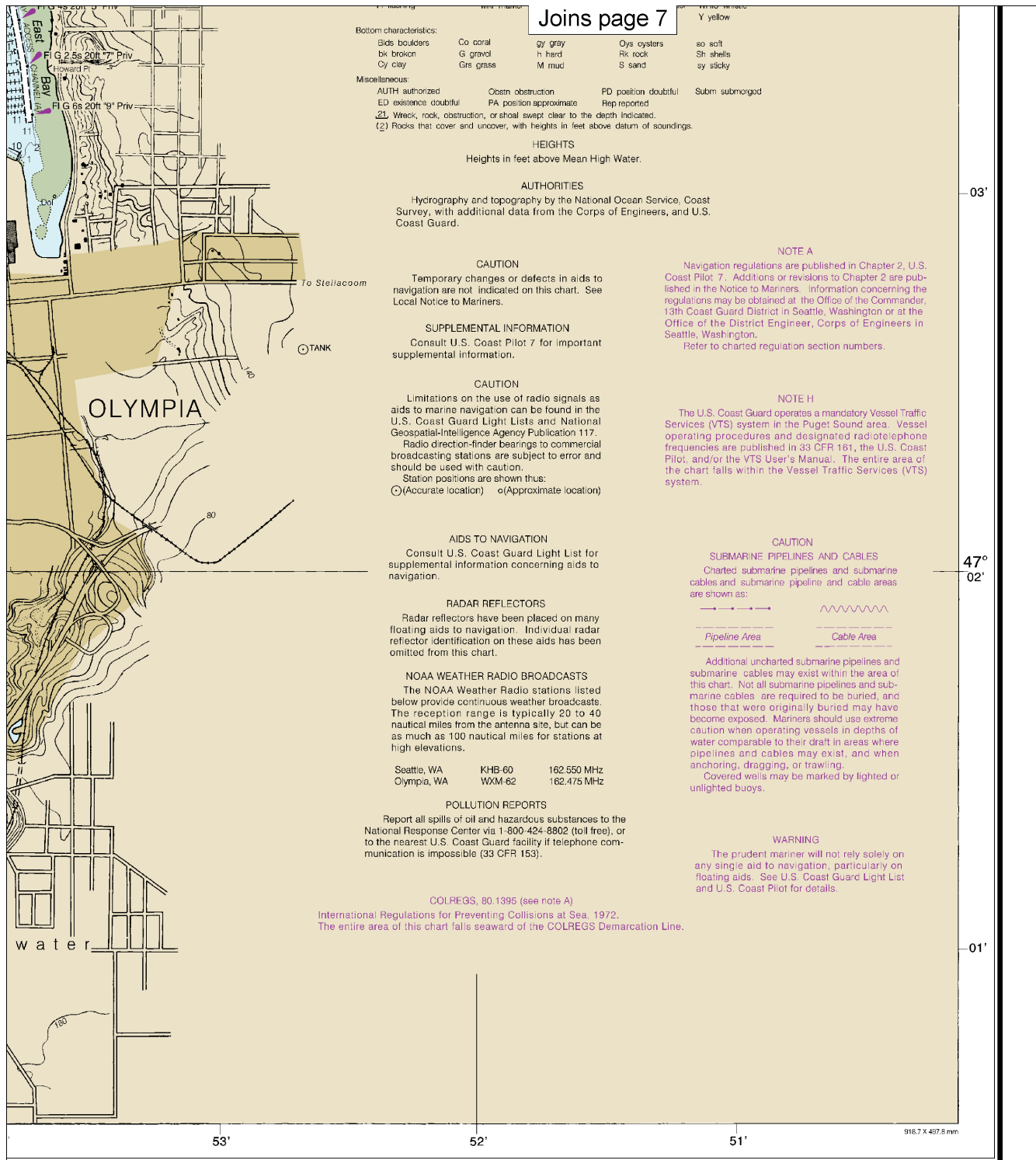
Published at Washington, D.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Note: Chart grid lines are aligned with true north.







D.C.  
MERCE  
ADMINISTRATION  
CE

Olympia Harbor and Budd Inlet  
SOUNDINGS IN FEET - SCALE 1:20,000

SOUNDINGS IN FEET

18456



## 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	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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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.