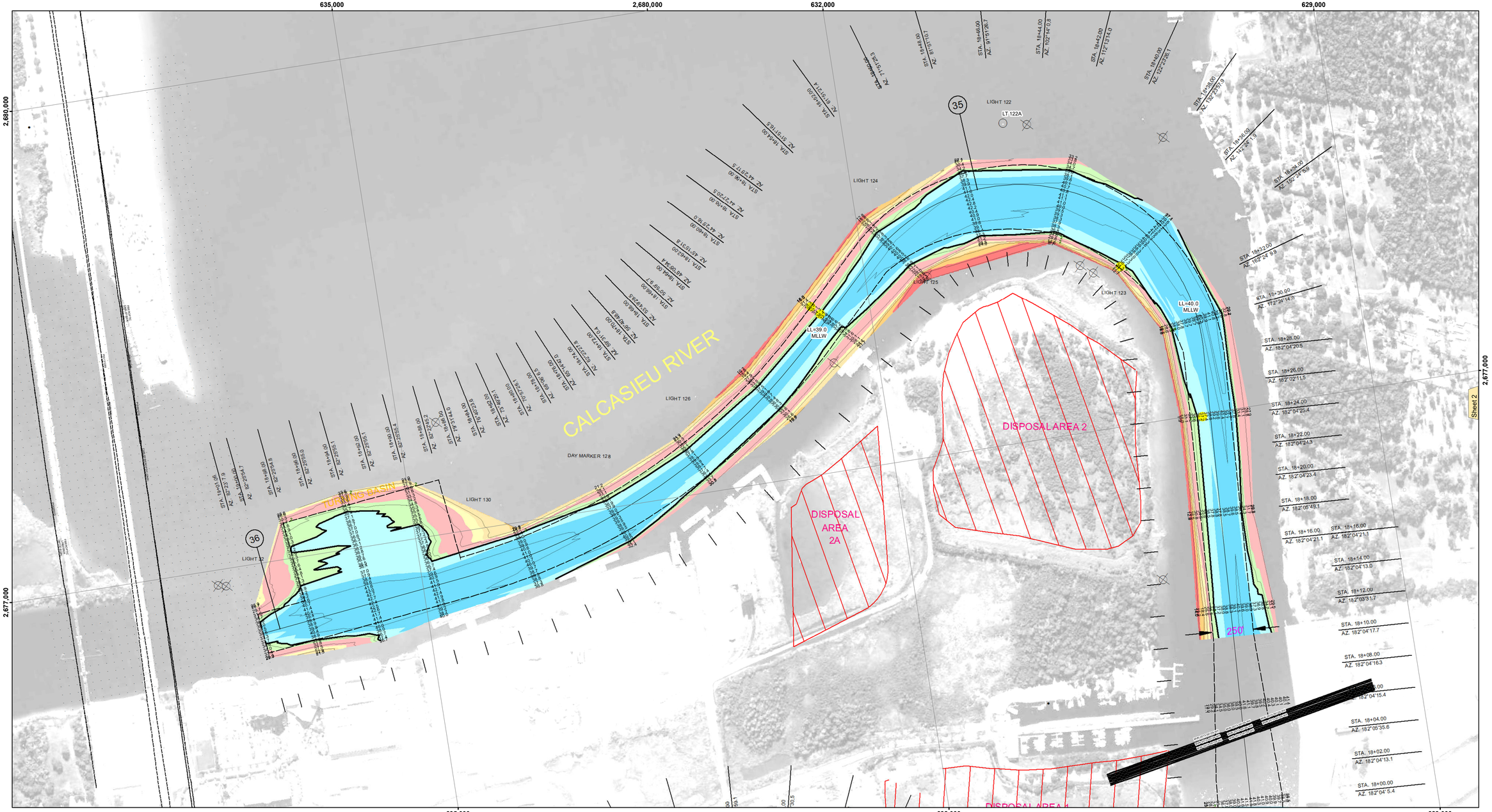

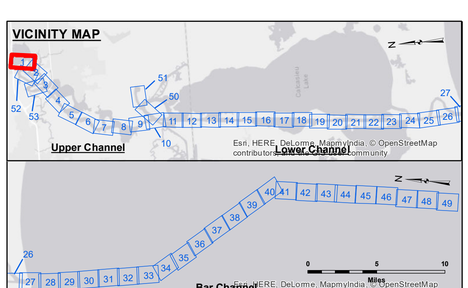

LEGEND

- Federal Navigation Channel
- Federal Navigation Center Line
- As-built Pipeline/Cable
- Unconfirmed Pipeline/Cable
- Project Depth Contour
- Cable Area
- Placement Area
- Anchorage Area
- Obstruction Point
- Wrecks-Submerged
- 3 Fluff Thickness (feet)*
- Shoalest Sounding**
- Beacon, General
- Red Navigation Buoy
- Green Navigation Buoy
- -16' and above
- -16' to -21'
- -21' to -26'
- -26' to -28'
- -28' to -34'
- -34' to -36'
- -36' to -38'
- -38' and below

Gage Reading:	LAKE CHARLES:2.02 MLLW
Sea Conditions:	1'
Vessel Name:	M/V LAFOURCHE
Survey Type:	CONDITION
Sounding Frequency***:	LOW

Feet: 0, 400, 800, 1,200, 1,600

NOTES:

Horizontal Coordinate System:
North American Datum of 1983 (NAD83), projected to the State Plane Coordinate System (SPCS), Louisiana South Zone. Distance units in U.S. Survey Feet.

Vertical Datum:
Soundings are shown in feet and indicate depths below Mean Lower Low Water (MLLW).
Datum Relationships for gage 73550 as of December 2013:
0.0' NAVD88 (OPUS 2010) = 0.6' MLLW = 1.6' MLG or 0.0' MLLW = 1.0' MLG

Distances on the Calcasieu River are shown at 1 mile intervals.

The location of navigation aids are base on and provided by the U.S. Coast Guard and USACE survey crews.

2015 Aerial Photography data source: NAIP

Reference is N.O.A.A. Navigation Chart No. 11339.

* Difference between high and low frequency elevations where greater than 1.0'.

** Shoalest Sounding per Quarter per Reach.

*** High frequency (200 kHz) survey data represents the first signal return at a sounding location and will include suspended solids, known as "fluff", if present. Low frequency (20 kHz) survey data normally penetrates through this "fluff" layer to depict elevations of consolidated bottom material. Low frequency accuracies may vary depending on channel conditions and fathometer settings.

US Army Corps of Engineers
District: CEMVN

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Data Constraints: Hydrographic survey data is subject to change due to navigation, dredging, construction, other human activity, and natural shoaling and scouring processes. The U. S. Coast Guard is responsible for marking hazards to navigation in the hydrographical conditions which develop after the date of publication. This data is intended for U. S. Army Corps of Engineers' internal use. Private businesses based on this data assume all risk.

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The information depicted on this map represents the results of a survey conducted on the date indicated and can only be considered to represent the general condition existing at that time.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Surveyed By: SPS,JH
Plotted By: BD
Checked By: AO

Submitted:
Recommended: Chief, Survey Section
Approved: Chief, Waterways Maintenance Section

CALCASIEU SHIP CHANNEL
UPPER SHEET 1
CR_01_UPR_20180502_CS
02 May 2018

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1 of 53

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