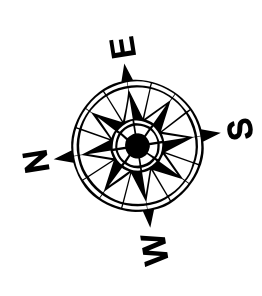
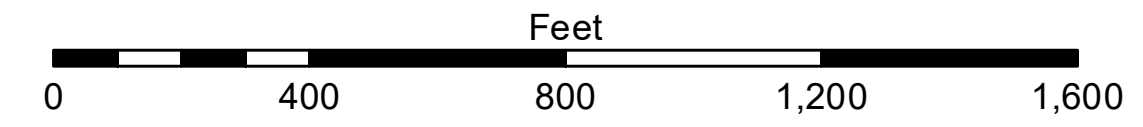


LEGEND

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



Gage Reading: DM 119 VRN: 0.12 MLLW AVG.
 Sea Conditions: CHOPPY
 Vessel Name: MV TECHE
 Survey Type: CONDITION
 Sounding Frequency***: LOW



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.
 2022 Aerial Photography data source: PAR LLC
 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.



DISCLAIMER:
 The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not warranted for any purpose other than that for which they were prepared, or implied concerning the accuracy, completeness, reliability, usability or suitability for any particular purpose of the recipient. The user is responsible for the results obtained from the use of the data for other than the intended purpose. The application of the data for other than the intended purpose is at the user's risk. The user shall be held responsible for any damage or injury resulting from the use of the data for other than the intended purpose. The information depicted on this map represents the results of a survey conducted on or about the date of the survey. The information is not intended to represent the general condition existing at that time. The user is responsible for the results of the use of the data for other than the intended purpose. The user shall be held responsible for any damage or injury resulting from the use of the data for other than the intended purpose. The information depicted on this map represents the results of a survey conducted on or about the date of the survey. The information is not intended to represent the general condition existing at that time. The user is responsible for the results of the use of the data for other than the intended purpose. The user shall be held responsible for any damage or injury resulting from the use of the data for other than the intended purpose.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Submitted:	Surveyed By: SP-JS	Plotted By: BD	Checked By: ADJH
Recommended:	Chief, Survey Section	Chief, Waterways Maintenance Section	

**CALCASIEU SHIP CHANNEL
 UPPER SHEET 1
 CR_01_UPR_20250305_CS
 05 March 2025**

**Sheet Reference Number
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