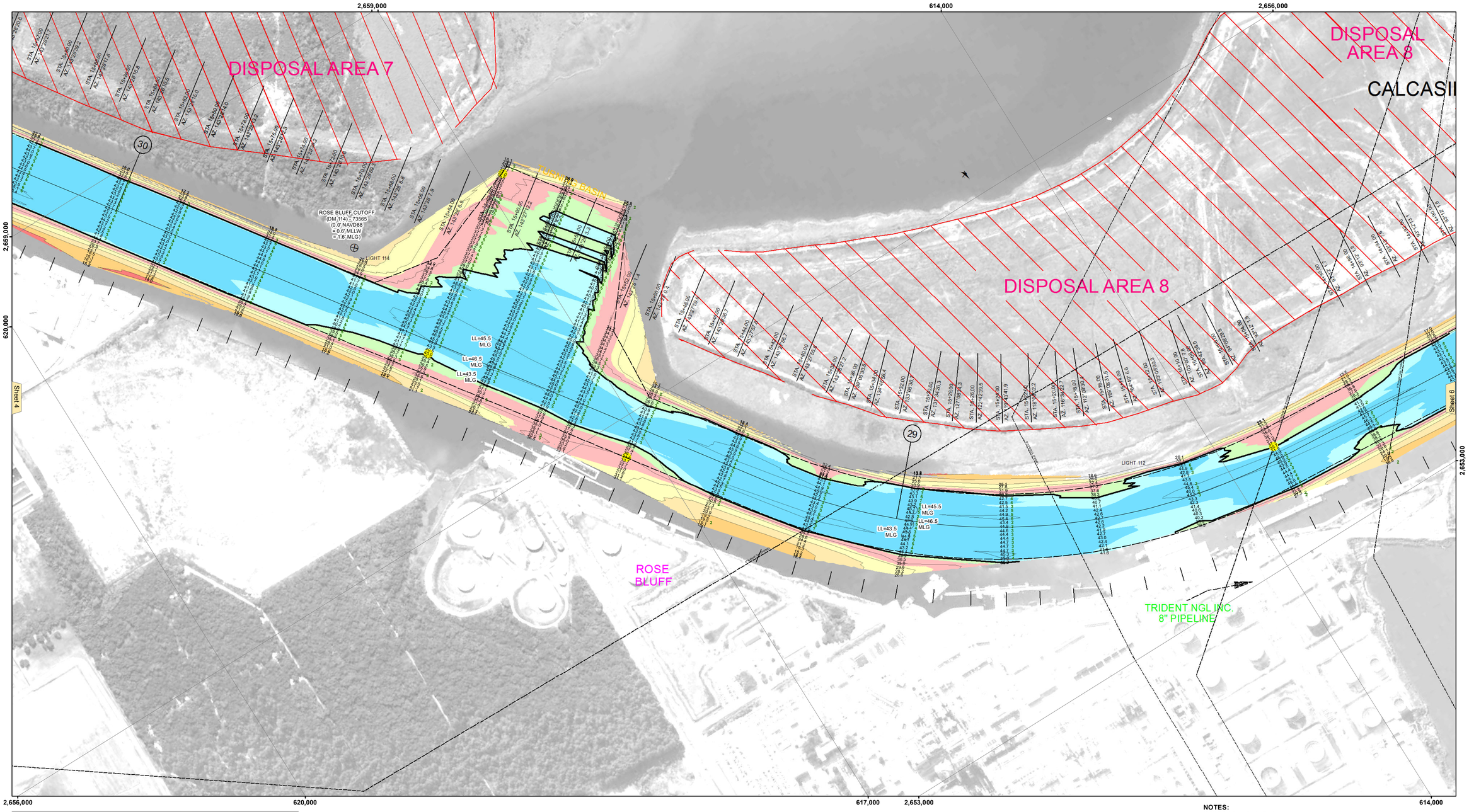

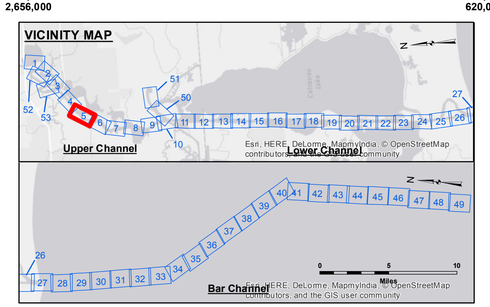

LEGEND

- 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
- -15' and above
- -15' to -20'
- -20' to -25'
- -25' to -32'
- -32' to -38'
- -38' to -40'
- -40' to -42'
- -42' and below

Gage Reading:	DM 114: 1.5 MLG AVG
Sea Conditions:	CALM
Vessel Name:	167
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 Low Gulf Datum (MLG).
Datum Relationships for gage 73565 as of December 2013:
0.0' NAVD88 (OPUS 2013) = 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

DISCLAIMER
Access Constraints: The United States Government furnishes this data and information on an "as is" basis. The user assumes all risks in accepting and using the information and the data furnished. The United States shall not be liable for any damages suffered by the user resulting from use of the information and the data furnished. The United States shall be held harmless from any liability arising from any distribution made thereof. These data belong to the Government. Therefore the recipient fully agrees not to represent these data to anyone as other than Government data or information and to hold harmless those who make these data to others without also transferring this Disclaimer.

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.

Distribution Liability: The data represents the results of data collected by the U.S. Army Corps of Engineers during a specific activity and indicates the general existing conditions. As such, it is only valid for its intended use, content, time and accuracy of the data. Use of the data for other than its intended purpose or of any of the application of the data for other than its intended purpose.

Data Constraints: Hydrographic survey data is subject to change due to natural shoaling and scouring processes and dredging activity and natural shoaling and scouring processes. The U.S. Army Corps of Engineers does not warrant the accuracy of the data in the hydrographical conditions which develop after the date of publication. This data is intended for U.S. Army Corps of Engineers' internal use. Product reviews based on navigation safety.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Submitted:

Recommended:
Chief, Survey Section

Approved:
Chief, Waterways Maintenance Section

Surveyed By: PS, JH
Plotted By: AO
Checked By: AO

CALCASIEU SHIP CHANNEL
UPPER SHEET 5
CR_05_UPR_20170221
21 February 2017

Sheet Reference Number
5 of 53

Revison Number:
3.8.0-20150202