



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 -33'
— Project Depth Contour	✈ Wrecks-Submerged	◆ Green Navigation Buoy	■ -33' to -39'
			■ -39' to -41'
			■ -41' to -43'
			■ -43' and below

Gage Reading: DM 114 VRN: 1.42 MLLW AVG.
 Sea Conditions: CALM
 Vessel Name: MV TECHE
 Survey Type: CONDITION
 Sounding Frequency***: LOW

Vertical Datum:
 Soundings are shown in feet and indicate depths below Mean Lower Low Water Datum (MLLW).
 Datum Relationships for gage 73565 as of December 2013:
 0.0' NAVD83 (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.

2022 Aerial Photography data source: PAR LLC
 Reference is N.O.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.

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:
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Data Constraints: Hydrographic survey data is subject to change rapidly due to several factors including but not limited to changing hydrographic conditions, changes in channel conditions, and changes in the hydrographic conditions which develop after the date of the survey. The US Army Corps of Engineers accepts no responsibility for changes in the hydrographic conditions which develop after the date of the survey. The user is responsible for their own safety and liability.

U.S. ARMY CORPS OF ENGINEERS
 NEW ORLEANS DISTRICT

Submitted:	Surveyed By: SP-JS	Plotted By: BD	Checked By: AD/JH
Recommended:	Chart, Survey Section		
Approved:	Chart, Waterways Maintenance Section		

**CALCASIEU SHIP CHANNEL
 UPPER SHEET 5
 CR_05_UPR_20240408_CS
 08 April 2024**

**Sheet Reference Number
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