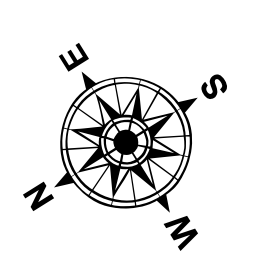
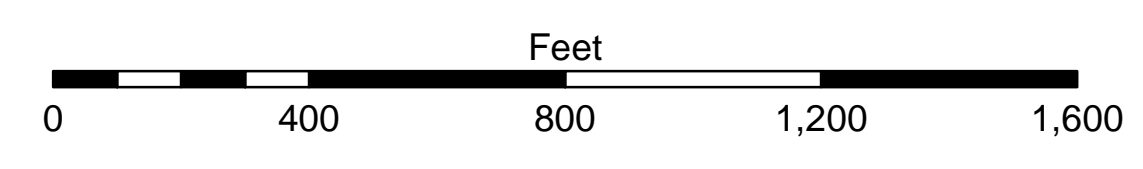


| LEGEND | | |
|----------------------------------|---------------------|---------------------------|
| — Federal Navigation Channel | ○ Cable Area | 3 Fluff Thickness (feet)* |
| — Federal Navigation Center Line | □ Placement Area | ● Shoalest Sounding** |
| — As-built Pipeline/Cable | ⊗ Anchorage Area | ☆ Beacon, General |
| Unconfirmed Pipeline/Cable | ⊗ Obstruction Point | ◆ Red Navigation Buoy |
| — Project Depth Contour | ⊗ Wrecks-Submerged | ◆ Green Navigation Buoy |
| | | ■ -16' and above |
| | | ■ -16' to -21' |
| | | ■ -21' to -26' |
| | | ■ -26' to -33' |
| | | ■ -33' to -39' |
| | | ■ -39' to -41' |
| | | ■ -41' to -43' |
| | | ■ -43' and below |



Gage Reading: DM 114 VRN: 2.03 MLLW AVG.
 Sea Conditions: CALM
 Vessel Name: M/V 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 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.



DISTRIBUTION LIABILITY: The data represents the results of data collection/processing for a specific US Army Corps of Engineers project. It is only valid for its intended use, content, time and accuracy specifications. The user is responsible for the results and any application of the data for other than its intended purpose.
 Data Constraints: Hydrographic survey data is subject to change due to several factors including but not limited to changing hydrological conditions which develop after the date of the survey. The US Army Corps of Engineers accepts responsibility for changes in the hydrological conditions which develop after the date of the survey. Prudent mariners should not rely solely upon it.
 Access Constraints: The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not to be used for any purpose other than that for which they were originally prepared, or for any other purpose of the recipient without the express written consent of the United States Government. The recipient may not transfer these data to others without obtaining the permission of the United States Government.
 The information depicted on the map represents the results of field data collection and is not intended to be used for any purpose other than that for which it was originally prepared. It is not to be used for any purpose other than that for which it was originally prepared. It is not to be used for any purpose other than that for which it was originally prepared.

| | | |
|--|--------------------------------------|-------------------|
| U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT | | |
| Submitted: | Surveyed By: SP-JS | Plotted By: BD |
| Recommended: | Checked: Survey Section | Checked By: ADJ/H |
| Approved: | Chart, Waterways Maintenance Section | |

**CALCASIEU SHIP CHANNEL
 UPPER SHEET 6
 CR_06_UPR_20240723_CS
 23 July 2024**

**Sheet Reference Number
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