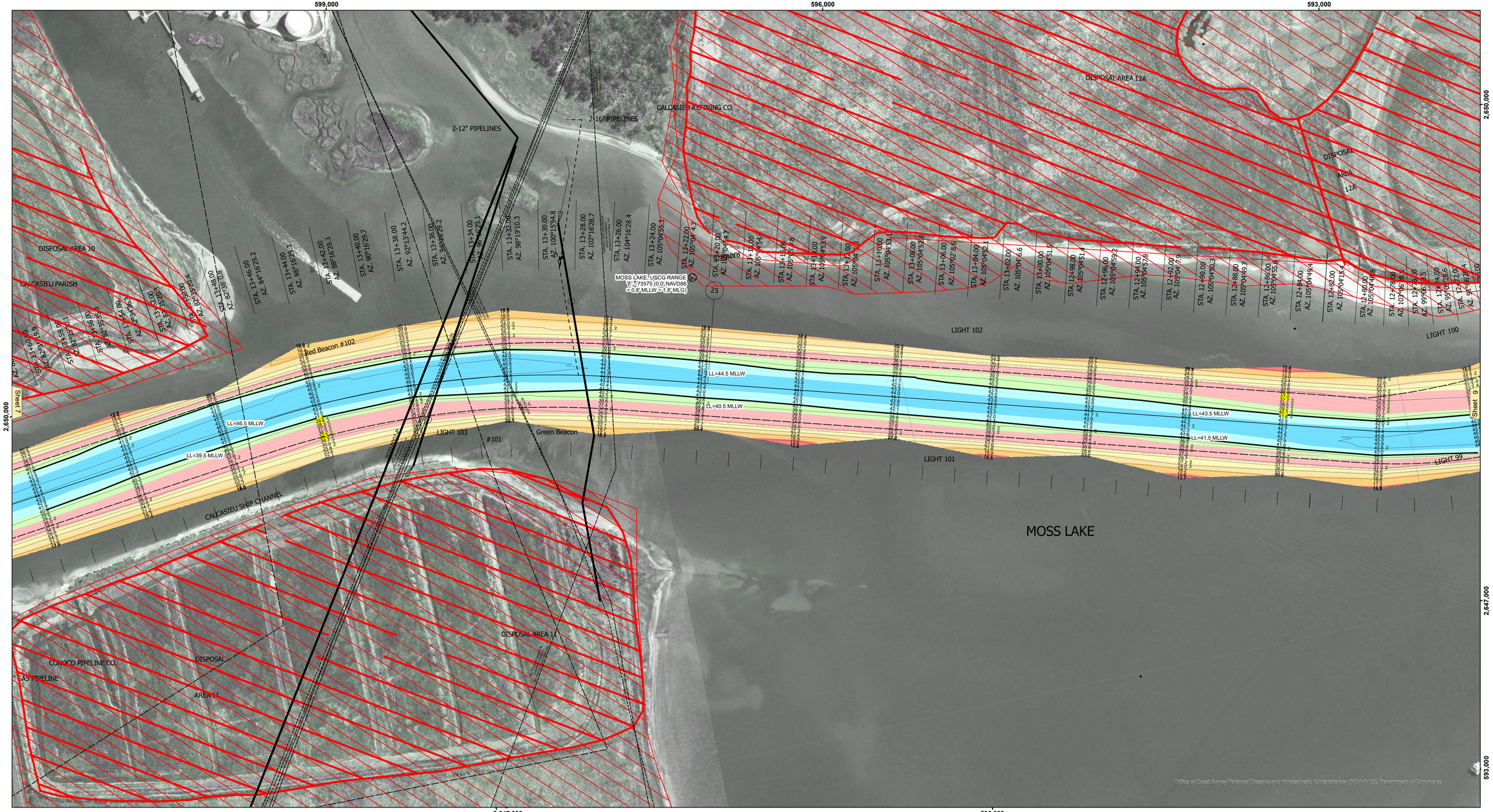

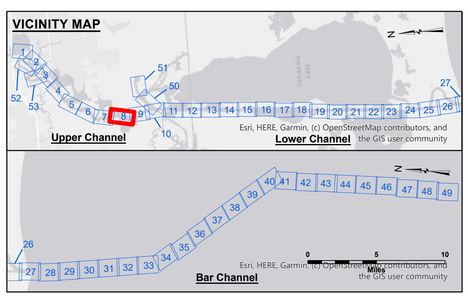

LEGEND

- 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 -33'
- -33' to -39'
- -39' to -41'
- -41' to -43'
- -43' and below

Gage Reading:	DM#102 VRN: 0.50 MLLW AVG
Sea Conditions:	CALM
Vessel Name:	M/V TECHE
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 Datum (MLLW).
Datum Relationships for gage 73575 as of December 2013:
0.0' NAVD88 (OPUS 2013) = 0.8' MLLW = 1.8' 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.

US Army Corps of Engineers
District: CEMVN

Distribution Liability: The data represents the results of data collection/processing for a specific US Army Corps of Engineers mission and purpose. Information is provided "as is" and it is only valid for its intended use, content, time and accuracy specifications. The user is responsible for the results of any engineering, scientific, or other use of the data for an unintended purpose.

Data Constraints: Hydrographic survey data is subject to change rapidly due to several factors including but not limited to dredging operations, storms, and sediment movement. Therefore the Army Corps of Engineers accepts no responsibility for changes in the data after the date of publication, or for any use of the data after publication. This data is intended for U.S. Army Corps of Engineers internal use. Prudent mariners should not rely solely upon it.

DISCLAIMER
Access Constraints: The United States Government furnishes this map/chart/data/information/product "as is" without express or implied warranty of any kind, including but not limited to any warranties, express, or implied concerning the accuracy, completeness, reliability, or suitability of the information, or the fitness of the information and the data furnished. The United States shall be not liable for any damages suffered as the result of using, or relying upon, the information or data furnished or any decisions 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 agrees not to represent 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 conditions existing at that time.

U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS

Submitted:		Surveyed By: SP, JS
Recommended:	Chief, Survey Section	Plotted By: BD
Approved:	Chief, Waterways Maintenance Section	Checked By: AO,JH

CALCASIEU SHIP CHANNEL
UPPER SHEET 8
CR_08_UPR_20251104_CS
04 November 2025

Sheet Reference Number
8 of 53

Revison Number:
5.25.08.04-5.25.08.04