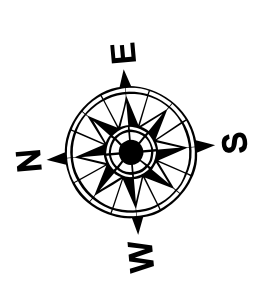


LEGEND

--- 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: VRS NTRIP: 0.78 MLLW AVG
 Sea Conditions: CHOP
 Vessel Name: M/V LAFOURCHE
 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 73595 as of December 2013: 0.0' NAVD83 (OPUS 2013) = 0.9' MLLW = 1.9' 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.



DISCLAIMER:
 The information depicted on this map represents the results of a survey conducted on or about the date shown. It is not intended to represent the general condition existing at that time.
 The user of this information is advised that the user is responsible for the accuracy of the information used in the design and construction of any project. The user is responsible for the accuracy of the information used in the design and construction of any project. The user is responsible for the accuracy of the information used in the design and construction of any project.
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U.S. ARMY CORPS OF ENGINEERS
 NEW ORLEANS DISTRICT

Submitted:	Surveyed By: SP/PS
Recommended:	Plotted By: JH
Approved:	Checked By: JH

**CALCASIEU SHIP CHANNEL
 LOWER SHEET 12
 CR_12_LWR_20220426_CS
 26 April 2022**

**Sheet Reference Number
 12 of 53**