



**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
- Borrow Area
- 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: HACKBERRY: 3.58 MLG  
 Sea Conditions: CALM  
 Vessel Name: MV 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 Low Gulf Datum (MLG). Datum Relationships for gage 73600 as of December 2013: 0.0' NAVD83 (OPUS 2010) = 1.0' MLLW = 2.0' 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.  
 2010 Aerial Photography data source: NAIP  
 Reference is N.O.A.A. Navigation Chart No. 11339.  
 \*\* 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.



**Access/Consent:** 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 collected, and that the user is responsible for the results. The user is not to be held liable for any damage or injury resulting from the use of these 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 bathymetry, sedimentation, and shifting sandbars. The user is responsible for the accuracy of the data. The user is not to be held liable for any damage or injury resulting from the use of these data for other than its intended purpose.  
**Distribution Liability:** The data represents the results of data collection 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. The user is not to be held liable for any damage or injury resulting from the use of these data for other than its intended purpose.  
 The information depicted on this map represents the results of a survey conducted on or about the date shown. It is not to be used for any purpose other than that for which it was collected. The user is responsible for the results of its use. The user is not to be held liable for any damage or injury resulting from the use of these data for other than its intended purpose.

Submitted:	Surveyed By: SPS JH
Recommended:	Plotted By: BTD
Approved:	Checked By: TAF

U.S. ARMY CORPS OF ENGINEERS  
 NEW ORLEANS DISTRICT

**CALCASIEU SHIP CHANNEL  
 LOWER SHEET 15  
 CR\_15\_LWR\_20160608  
 08 June 2016**

**Sheet Reference Number  
 15 of 53**