



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
	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 72: 0.5 MLLW  
 Sea Conditions: CALM  
 Vessel Name: M/V LAFOURCHE  
 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 73615 as of December 2013: 0.0' NAVD88 (2009.55) = 1.1' MLLW = 2.1' 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.



**DISTRICT:** U.S. ARMY CORPS OF ENGINEERS, NEW ORLEANS DISTRICT

**Accession:** STA. 6+48.00 AZ. 94+30'51.7  
 STA. 6+55.00 AZ. 94+31'54.2  
 STA. 6+64.00 AZ. 94+30'51.4  
 STA. 6+62.00 AZ. 94+30'52.7  
 STA. 6+50.00 AZ. 94+30'52.8  
 STA. 6+48.00 AZ. 94+30'52.1  
 STA. 6+46.00 AZ. 94+30'52.4  
 STA. 6+44.00 AZ. 94+30'51.5  
 STA. 6+42.00 AZ. 94+30'52.3  
 STA. 6+40.00 AZ. 94+30'51.8  
 STA. 6+30.00 AZ. 94+31'28.4  
 STA. 6+28.00 AZ. 94+31'13.9  
 STA. 6+26.00 AZ. 94+30'51.6  
 STA. 6+24.00 AZ. 94+30'51.5  
 STA. 6+22.00 AZ. 94+30'51.4  
 STA. 6+20.00 AZ. 94+30'47.8  
 STA. 6+10.00 AZ. 94+30'47.5  
 STA. 6+08.00 AZ. 94+30'47.6  
 STA. 6+06.00 AZ. 94+29'48.4  
 STA. 6+04.00 AZ. 94+30'59.3  
 STA. 6+02.00 AZ. 94+31'35.4  
 STA. 6+00.00 AZ. 94+30'47.3  
 STA. 5+98.00 AZ. 94+30'47.2  
 STA. 5+96.00 AZ. 94+30'47.1  
 STA. 5+94.00 AZ. 94+30'50.9  
 STA. 5+92.00 AZ. 94+30'59.8  
 STA. 5+90.00 AZ. 94+30'50.7  
 STA. 5+88.00 AZ. 94+30'50.7  
 STA. 5+86.00 AZ. 94+30'50.6  
 STA. 5+84.00 AZ. 94+30'50.5  
 STA. 5+82.00 AZ. 94+30'50.4  
 STA. 5+80.00 AZ. 94+27'53.3  
 STA. 5+78.00 AZ. 94+30'27.6  
 STA. 5+76.00 AZ. 94+30'50.1  
 STA. 5+74.00 AZ. 94+30'50.1  
 STA. 5+72.00 AZ. 94+30'50.1

Submitted:	Surveyed By: JH/AJ
Recommended:	Plotted By: BD
Checked:	Checked By: AC
Approved:	Chief, Waterways Maintenance Section

**CALCASIEU SHIP CHANNEL LOWER SHEET 18**  
 CR\_18\_LWR\_20190129\_CS  
 29 January 2019

**Sheet Reference Number**  
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Revision Number: 3.13-20160811