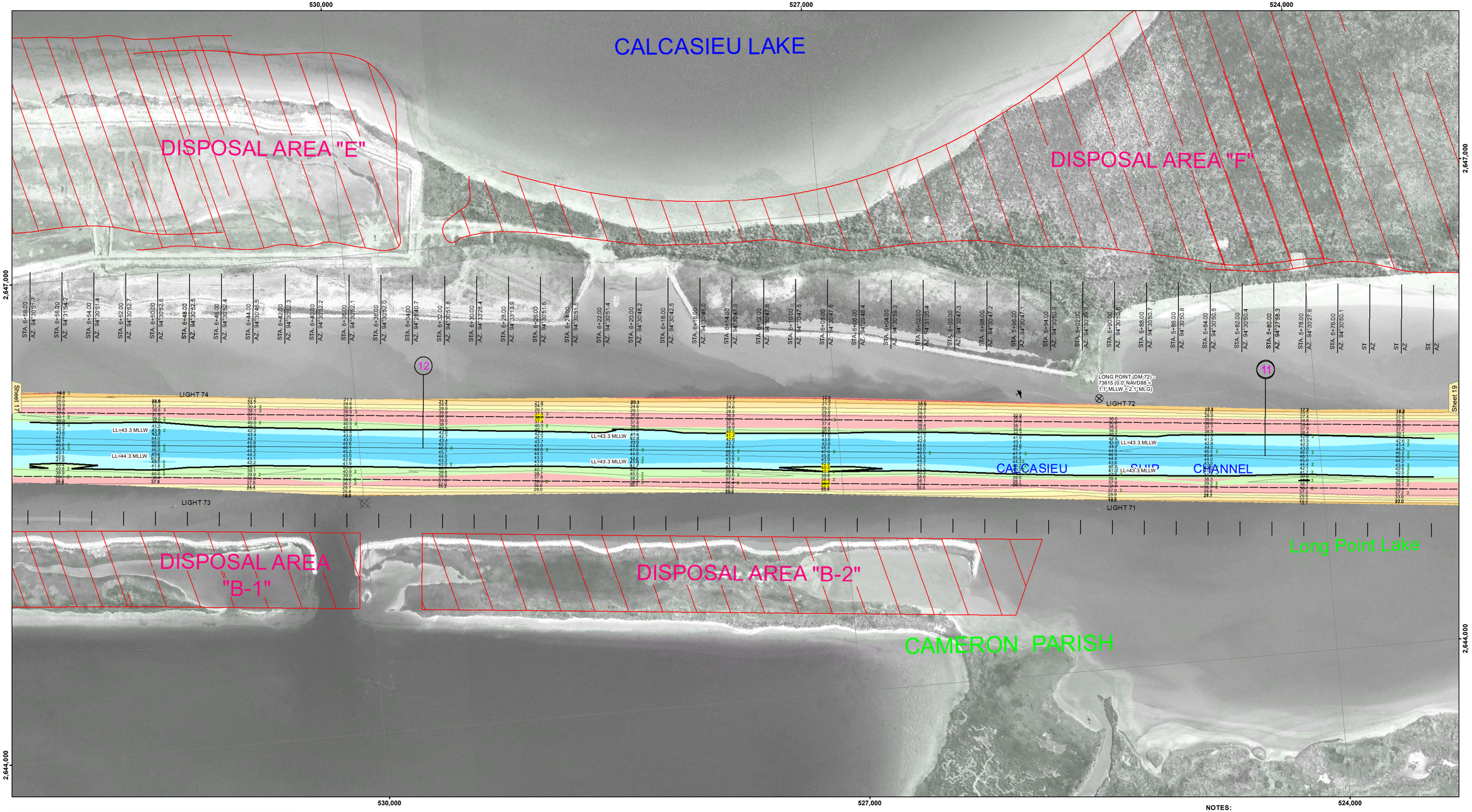

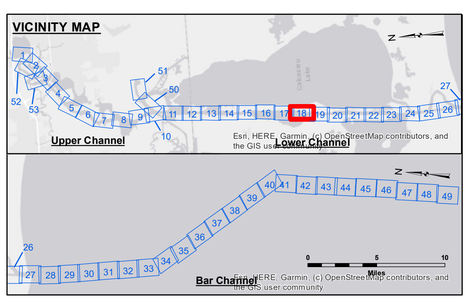

LEGEND

- 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:	NTRIP VRS RTK: 1.67 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 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.

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

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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 condition existing at that time.

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Data Constraints: Hydrographic survey data is subject to change due to natural shoaling and scouring processes. Shoaling is a gradual activity and natural shoaling and scouring processes. The U.S. Coast Guard and the U.S. Army Corps of Engineers do not keep up in the hydrographical conditions which develop after the date of publication. This data is intended for U.S. Army Corps of Engineers' internal use. Project maintenance based on navigation needs.

U.S. ARMY CORPRS OF ENGINEERS
NEW ORLEANS DISTRICT

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

CALCASIEU SHIP CHANNEL
LOWER SHEET 18
CR_18_LWR_20230612_CS
12 June 2023

Sheet Reference Number
18 **of** 53

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