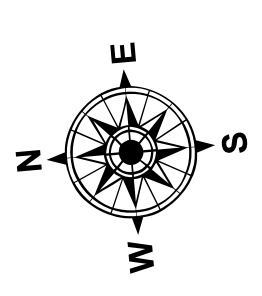
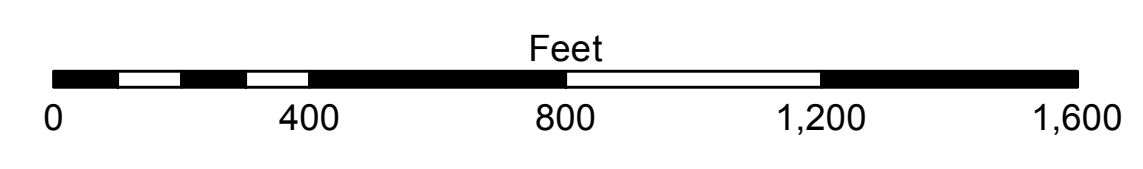


**LEGEND**

--- Federal Navigation Channel	○ Cable Area	□ Borrow Area	■ -15' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	■ -15' to -20'
— As-built Pipeline/Cable	□ Anchorage Area	★ Beacon, General	■ -20' to -25'
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy	■ -25' to -32'
— Project Depth Contour	⚓ Wrecks-Submerged	◆ Green Navigation Buoy	■ -32' to -38'
			■ -38' to -40'
			■ -40' to -42'
			■ -42' and below



Gage Reading: DM 57: 3.14 MLG  
 Sea Conditions: 1'  
 Vessel Name: M/V 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 73625 as of December 2013: 0.0' NAVD83 (2009.55) = 1.2' MLLW = 2.2' 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 under contract to the U.S. Army Corps of Engineers. The user of this information is advised that the data is only valid for the intended use, control, time and accuracy specifications. The user is responsible for the results of any application of the data for other than its intended purpose. The U.S. Army Corps of Engineers accepts no responsibility for changes in the hydrographical conditions when developed after the date of the survey. The user of this information is advised that the data is only valid for the intended use, control, time and accuracy specifications. The user is responsible for the results of any application of the data for other than its intended purpose. The U.S. Army Corps of Engineers accepts no responsibility for changes in the hydrographical conditions when developed after the date of the survey. The user of this information is advised that the data is only valid for the intended use, control, time and accuracy specifications. The user is responsible for the results of any application of the data for other than its intended purpose. The U.S. Army Corps of Engineers accepts no responsibility for changes in the hydrographical conditions when developed after the date of the survey.

U.S. ARMY CORPS OF ENGINEERS  
NEW ORLEANS DISTRICT

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

**CALCASIEU SHIP CHANNEL  
 LOWER SHEET 22  
 CR\_22\_LWR\_20170910\_CS\_POSTSTORM  
 10 September 2017**

**Sheet Reference Number  
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