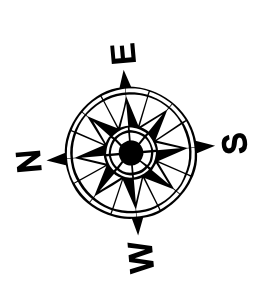


LEGEND

--- Federal Navigation Channel	○ Cable Area	□ Borrow Area	■ -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: DM 57 VRN: 0.70 MLLW AVG
 Sea Conditions: CALM
 Vessel Name: MV TECHE
 Survey Type: CONDITION
 Sounding Frequency***: LOW

Scale: 0 400 800 1,200 1,600 Feet

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 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 based 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. 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 by the U.S. Army Corps of Engineers. It is not intended to be used for any purpose other than that for which it was prepared. The user is responsible for the accuracy, completeness, and reliability of the information for any particular purpose. The user is not to be held liable for any damage or injury resulting from the use of this information. The U.S. Army Corps of Engineers does not accept responsibility for changes in the hydrographic conditions which develop after the date of the survey. The user is advised to check for updates to this information. The information depicted on this map represents the results of a survey conducted by the U.S. Army Corps of Engineers. It is not intended to be used for any purpose other than that for which it was prepared. The user is responsible for the accuracy, completeness, and reliability of the information for any particular purpose. The user is not to be held liable for any damage or injury resulting from the use of this information. The U.S. Army Corps of Engineers does not accept responsibility for changes in the hydrographic conditions which develop after the date of the survey. The user is advised to check for updates to this information.

U.S. ARMY CORPS OF ENGINEERS
 NEW ORLEANS DISTRICT

Submitted:	SP-JS
Recommended:	JH
Checked By:	JH

Chief, Waterways Maintenance Section

**CALCASIEU SHIP CHANNEL
 LOWER SHEET 22
 CR_22_LWR_20250123_CS
 23 January 2025**

**Sheet Reference Number
 22 of 53**