



**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:  
Sea Conditions:  
Vessel Name:  
Survey Type:  
Sounding Frequency\*\*\*:

CAMERON VRN: 1.52 MLLW AVG.  
CHOPPY  
M/V TECHE  
CONDITION  
LOW

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 73650 as of December 2013:  
0.0' NAVD88 (2009.55) = 1.3' MLLW = 2.3' 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.



**DISCLAIMER**

The data represents the results of data collection/processing for a specific US Army Corps of Engineers activity and indicates the general existing conditions. As such, the data is not intended to be used for any other purpose than the one for which it was collected. The user is responsible for the results of any of the application of the data for other than its intended purpose.

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U.S. ARMY CORPS OF ENGINEERS			
Submitted:	Surveyed By: SPJS	Plotted By: BD	Checked By: AOJH
Recommended:	Chief, Survey Section	Chief, Waterways Maintenance Section	
Approved:			

CALCASIEU SHIP CHANNEL

GAP SHEET 26

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16 April 2025

Sheet  
Reference  
Number

26 of 53