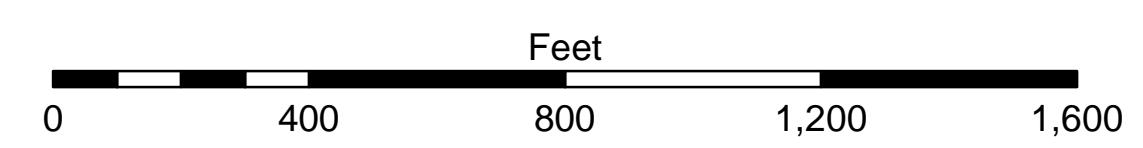
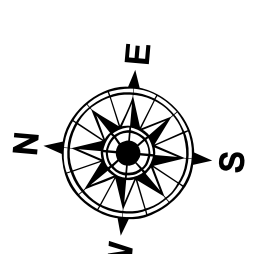


LEGEND

--- Federal Navigation Channel	○ Cable Area	3 Fluff Thickness (feet)*	■ -16' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	■ -21' to -26'
— As-built Pipeline/Cable	□ Anchorage Area	★ Beacon, General	■ -26' to -33'
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy	■ -33' to -39'
— Project Depth Contour	⚓ Wrecks-Submerged	◇ Green Navigation Buoy	■ -39' to -41'
			■ -41' to -43'
			■ -43' and below



Gage Reading: CAMERON: 2.31 MLLW AVG.
 Sea Conditions: 1-3 FT.
 Vessel Name: M/V VALENTOUR
 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 73650 as of December 2013:
 0.0' NAVD83 (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.
 2015 Aerial Photography data source: NAIP
 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 United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not guaranteed for accuracy, completeness, or implied concerning the accuracy, completeness, reliability, usability, or suitability for any particular purpose of the recipient. The user is responsible for the results of any use of the data for other than its intended purpose.
 Data Constraints: Hydrographic survey data is subject to change rapidly due to several factors including but not limited to dredging, sedimentation, and other channel conditions. The Army Corps of Engineers accepts no responsibility for changes in the hydrographic conditions which develop after the date of the survey. Product maintainers should not rely upon it.

U.S. ARMY CORPS OF ENGINEERS
 NEW ORLEANS DISTRICT

Submitted:	Surveyed By:	RYLAND/DADAMS
Recommended:	Plotted By:	BD
Checked By:	Chief, Survey Section	
Approved:	Chief, Waterways Maintenance Section	AC

**CALCASIEU SHIP CHANNEL
 GAP SHEET 27
 CR_27_GAP_20210819_CS
 19 August 2021**

**Sheet
 Reference
 Number
 27 of 53**