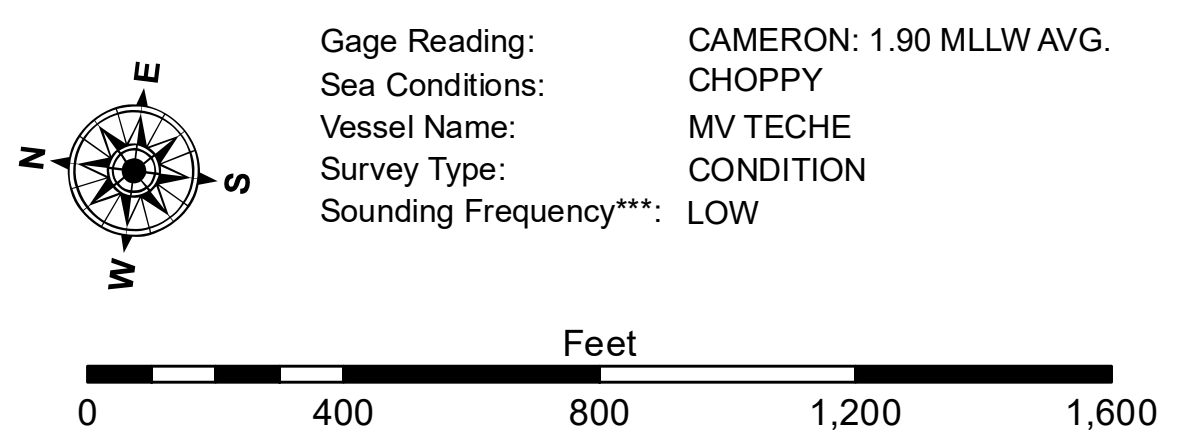


LEGEND

--- Federal Navigation Channel	○ Cable Area	3 Fluff Thickness (feet)*	■ -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



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: CAMERON: 1.90 MLLW AVG. CHOPPY
 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 based 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 United States Government furnishes these data and the recipient accepts and uses them with the express understanding that they are not to be used for any purpose other than that for which they were prepared, or to imply or suggest any warranty, express or implied, of accuracy, completeness, or reliability for any particular purpose of the user. The user is responsible for the results of any use of these data. The user is also responsible for the application of the data for other than intended purposes.
 Data contained in this hydrographic survey data is subject to change rapidly due to several factors including, but not limited to, changing hydrographic conditions, changes in the hydrographic conditions which develop after the date of the survey, and changes in the hydrographic conditions which develop after the date of the survey. The user is responsible for the results of any use of these data. The user is also responsible for the application of the data for other than intended purposes.
 The information depicted on this map represents the results of a survey conducted on the date indicated. It is not to be used for any purpose other than that for which it was prepared, or to imply or suggest any warranty, express or implied, of accuracy, completeness, or reliability for any particular purpose of the user. The user is responsible for the results of any use of these data. The user is also responsible for the application of the data for other than intended purposes.

U.S. ARMY CORPS OF ENGINEERS
 NEW ORLEANS DISTRICT

Submitted:	Surveyed By: SP-SR
Recommended:	Plotted By: BD
Approved:	Checked By: AO/JH

**CALCASIEU SHIP CHANNEL
 BAR SHEET 30
 CR_30_BAR_20230227_AD
 27 February 2023**

**Sheet Reference Number
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