



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

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

Gage Reading: CAMERON: 2.5 MLG
Sea Conditions: CALM
Vessel Name: M/V LAFORCHE
Survey Type: CONDITION
Sounding Frequency*:** LOW

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.



Distribution Liability: The data represents the results of data collection/processing for a specific US Army Corps of Engineers project. It is only valid for its intended use, content, time and accuracy specifications. The user is responsible for the suitability and application 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 changing bathymetry, sedimentation, and channel conditions. The user is responsible for the hydrographical conditions which develop after the date of the survey. Product maintainers should not rely upon this information.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT		
Submitted:	Surveyed By: RYLAND/ADAMS	Plotted By: AO
Recommended:	Checked By: AO	Checked By: AO
Approved:	Chart, Survey Section	Chart, Waterways Maintenance Section

CALCASIEU SHIP CHANNEL
BAR SHEET 31
CR_31_BAR_20201112_CS
12 November 2020

Sheet Reference Number
31 of 53