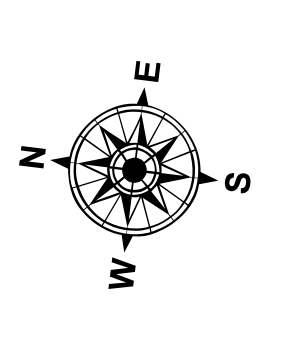


LEGEND		
--- Federal Navigation Channel	○ Cable Area	3 Fluff Thickness (feet)*
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**
— As-built Pipeline/Cable	⊗ Anchorage Area	★ Beacon, General
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy
— Project Depth Contour	✈ Wrecks-Submerged	◆ Green Navigation Buoy



Gage Reading: CAMERON VRN: 1.67 MLLW AVG  
 Sea Conditions: CHOP  
 Vessel Name: MV TECHE  
 Survey Type: CONDITION  
 Sounding Frequency\*\*\*: LOW

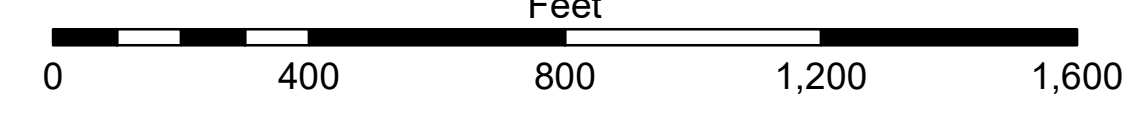
Vertical Datum:  
 Soundings are shown in feet and indicate depths below Mean Lower Low Water Datum (MLLW).  
 Datum Relationships for gage 73650 as of December 2013:  
 0.0' NAVD88 (2009.55) = 1.3' MLLW = 2.3' MLG or 0.0' MLLW = 1.0' MLG

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.

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 information depicted on this map represents the results of a hydrographic survey conducted by the U.S. Army Corps of Engineers. The data represents the results of a collection of soundings 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 results and accuracy of the data for their intended purpose.  
 Data Constants: Hydrographic survey data is subject to change rapidly due to several factors including, but not limited to, changing hydrographic conditions, changes in the datum, and changes in the hydrographic conditions which develop after the date of the original survey. Prudent mariners should not rely solely upon this information.

Submitted:	Surveyed By: SP-JS
Recommended:	Plotted By: JH
Approved:	Checked By: JH

U.S. ARMY CORPS OF ENGINEERS  
 NEW ORLEANS DISTRICT  
 Chart: Waterways Maintenance Section

**CALCASIEU SHIP CHANNEL**  
**BAR SHEET 31**  
**CR\_31\_BAR\_20240903\_BD**  
**03 September 2024**

**Sheet Reference Number**  
**31 of 53**