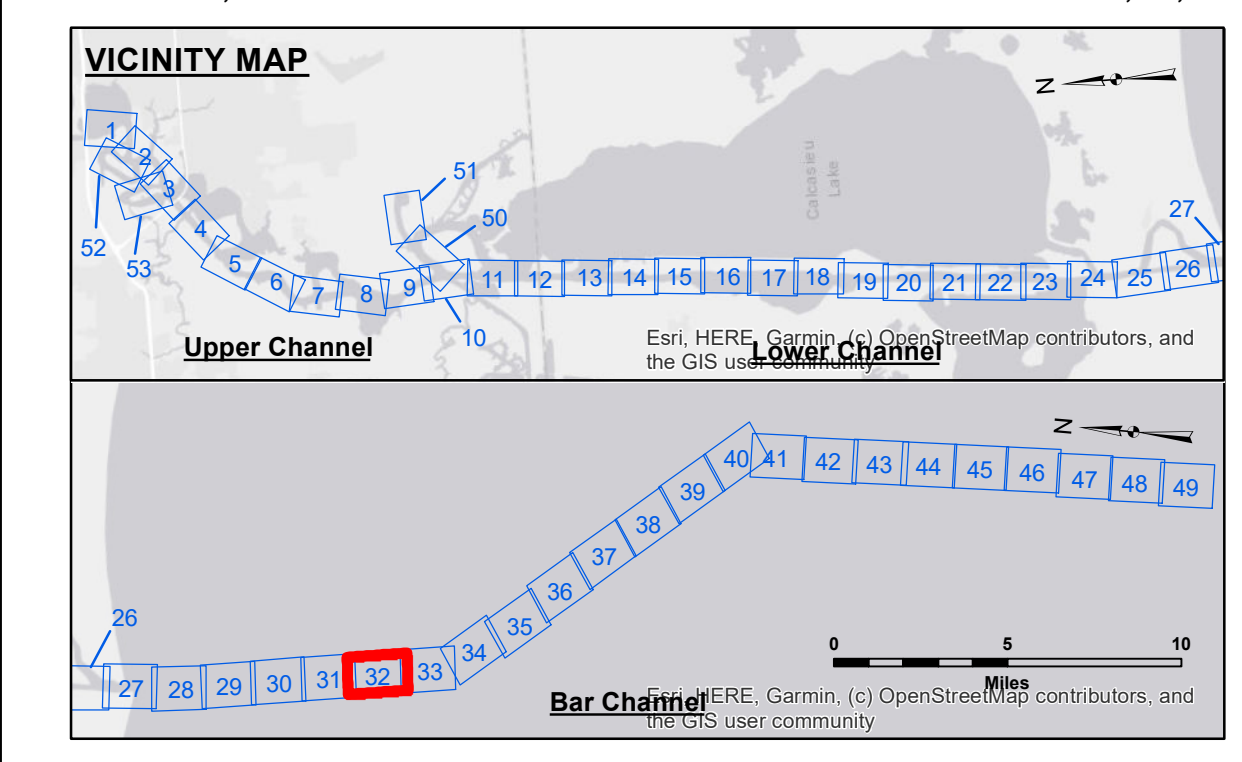
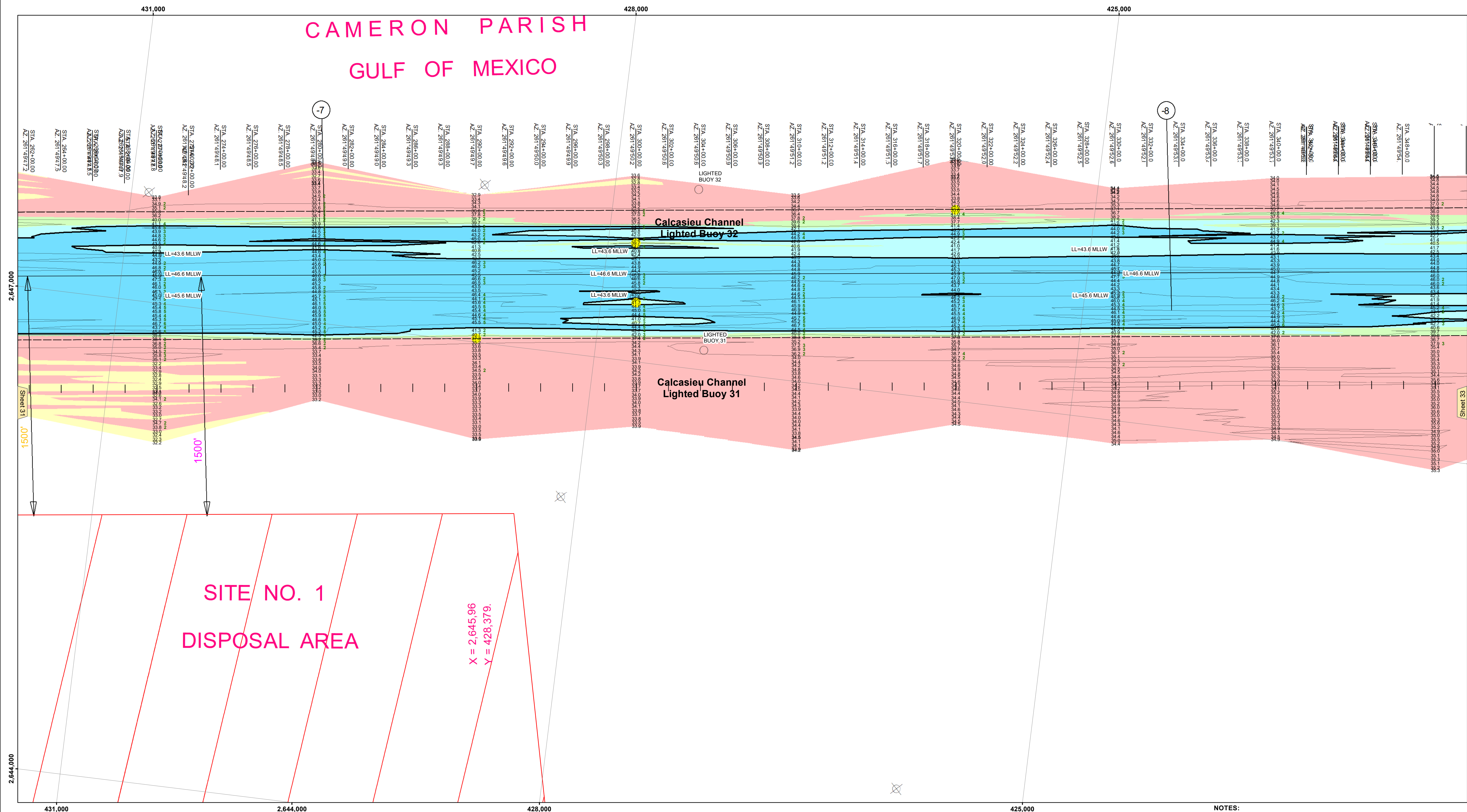


# CAMERON PARISH GULF OF MEXICO



**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

**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.

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.

Gage Reading: CAMERON VRN: 1.4 MLLW  
Sea Conditions: CHOP  
Vessel Name: MV TECHE  
Survey Type: CONDITION  
Sounding Frequency\*\*\*: LOW



**DISCLAIMER**

Access. Complainants. The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not warranted for any purpose other than that for which they were collected, and that the user is responsible for the results of any use of the data for any purpose other than that for which they were collected. The user is responsible for the results of any use of the data for any purpose other than that for which they were collected. The user is responsible for the results of any use of the data for any purpose other than that for which they were collected.

**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 results of any use of the data for any purpose other than that for which they were collected. The user is responsible for the results of any use of the data for any purpose other than that for which they were collected.

**Data Constraints.** Hydrographic survey data is subject to change rapidly due to several factors including, but not limited to, changing hydrographic conditions which develop after the date of the survey. The user is responsible for the results of any use of the data for any purpose other than that for which they were collected. The user is responsible for the results of any use of the data for any purpose other than that for which they were collected.

The information depicted on this map represents the results of a survey conducted on the date indicated. It is not intended to represent the general condition existing at that time.

|  |                    |
|--|--------------------|
| U.S. ARMY CORPS OF ENGINEERS<br>NEW ORLEANS DISTRICT |                    |
| Submitted:   | Surveyed By: SP-JS |
| Recommended:   | Plotted By: AO     |
| Approved:  | Checked By: AC     |

**CALCASIEU SHIP CHANNEL  
BAR SHEET 32  
CR\_32\_BAR\_20240923\_CS  
23 September 2024**

**Sheet Reference Number  
32 of 53**