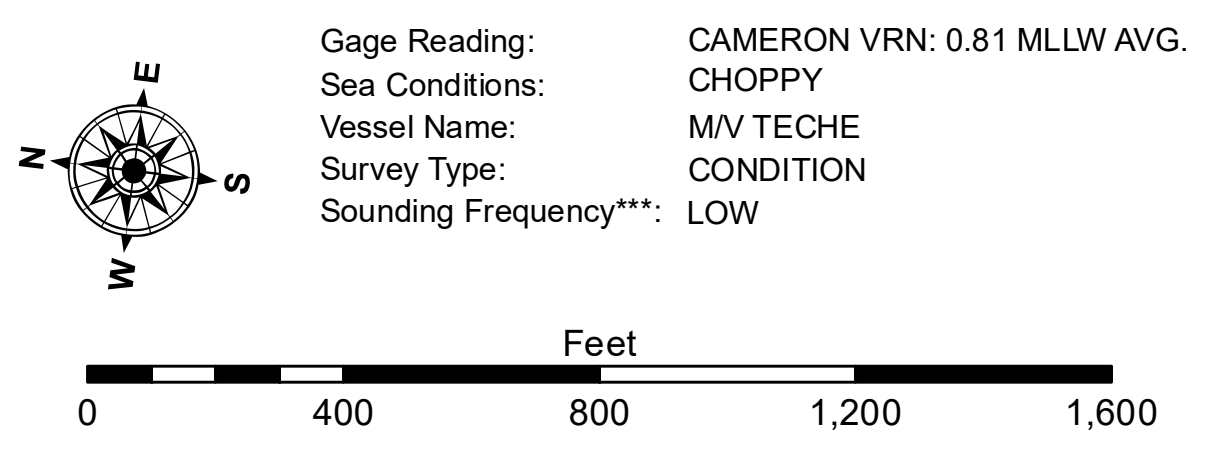


LEGEND

- - - 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: 416,000
 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 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 the Government makes no warranty, expressed or implied, concerning the accuracy, completeness, reliability, usability or suitability for any particular purpose of the information. The user is responsible for the results obtained from the use of this information. The user shall indemnify and hold the United States Government harmless from and against all claims, damages, losses and expenses, including reasonable attorneys' fees, under no liability whatsoever to any person by reason of any use of this information, whether or not such use was foreseeable, or whether or not the information was intended to be used for such purposes.
 Data Constraints: Hydrographic survey data is subject to change rapidly due to several factors including, but not limited to, changing hydrographic conditions, changes in channel 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 obtained from the use of this information. The user shall indemnify and hold the United States Government harmless from and against all claims, damages, losses and expenses, including reasonable attorneys' fees, under no liability whatsoever to any person by reason of any use of this information, whether or not such use was foreseeable, or whether or not the information was intended to be used for such purposes.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT		
Submitted:	Surveyed By: SPJS	Plotted By: BD
Recommended:	Checked By: AOJH	
Approved:	Chief, Waterways Maintenance Section	

**CALCASIEU SHIP CHANNEL
 BAR SHEET 33
 CR_33_BAR_20241007_CS
 07 October 2024**

**Sheet Reference Number
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