



LEGEND

--- Federal Navigation Channel	● Cable Area	3 Fluff Thickness (feet)*	■ -15' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	■ -15' to -20'
— As-built Pipeline/Cable	□ Anchorage Area	★ Beacon, General	■ -20' to -25'
--- Unconfirmed Pipeline/Cable	□ Obstruction Point	★ Red Navigation Buoy	■ -25' to -32'
— Project Depth Contour	✈ Wrecks-Submerged	★ Green Navigation Buoy	■ -32' to -38'
			■ -38' to -40'
			■ -40' to -42'
			■ -42' and below

Gage Reading: CAMERON: 2.5 MLG AVG
 Sea Conditions: 1-3' SEAS
 Vessel Name: M/V TECHE
 Survey Type: CONDITION
 Sounding Frequency***: LOW

Vertical Datum:
 North American Datum of 1983 (NAD83), projected to the State Plane Coordinate System (SPCS), Louisiana South Zone. Distance units in U.S. Survey Feet.

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.

Datum Relationships for page 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. 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.

US Army Corps of Engineers District: CEMVN

DISCLAIMER: The data reported in this report were derived from the best available information and are not guaranteed to be accurate. The user of this report is responsible for the accuracy of the data and for the results of any use of the data. The Corps of Engineers is not responsible for the accuracy of the data or for the results of any use of the data. The Corps of Engineers is not responsible for the accuracy of the data or for the results of any use of the data.

U.S. ARMY CORPS OF ENGINEERS
 NEW ORLEANS DISTRICT

Submitted By: SRS_JDH
 Prepared By: AO
 Checked By: AO
 Approved By: AO

CALCASIEU SHIP CHANNEL
 BAR SHEET 34
 CR_34_BARX_20160921
 21 September 2016

Sheet Reference Number
 34 of 53

Revision Number:
 15-9-2016000

Sheet 35