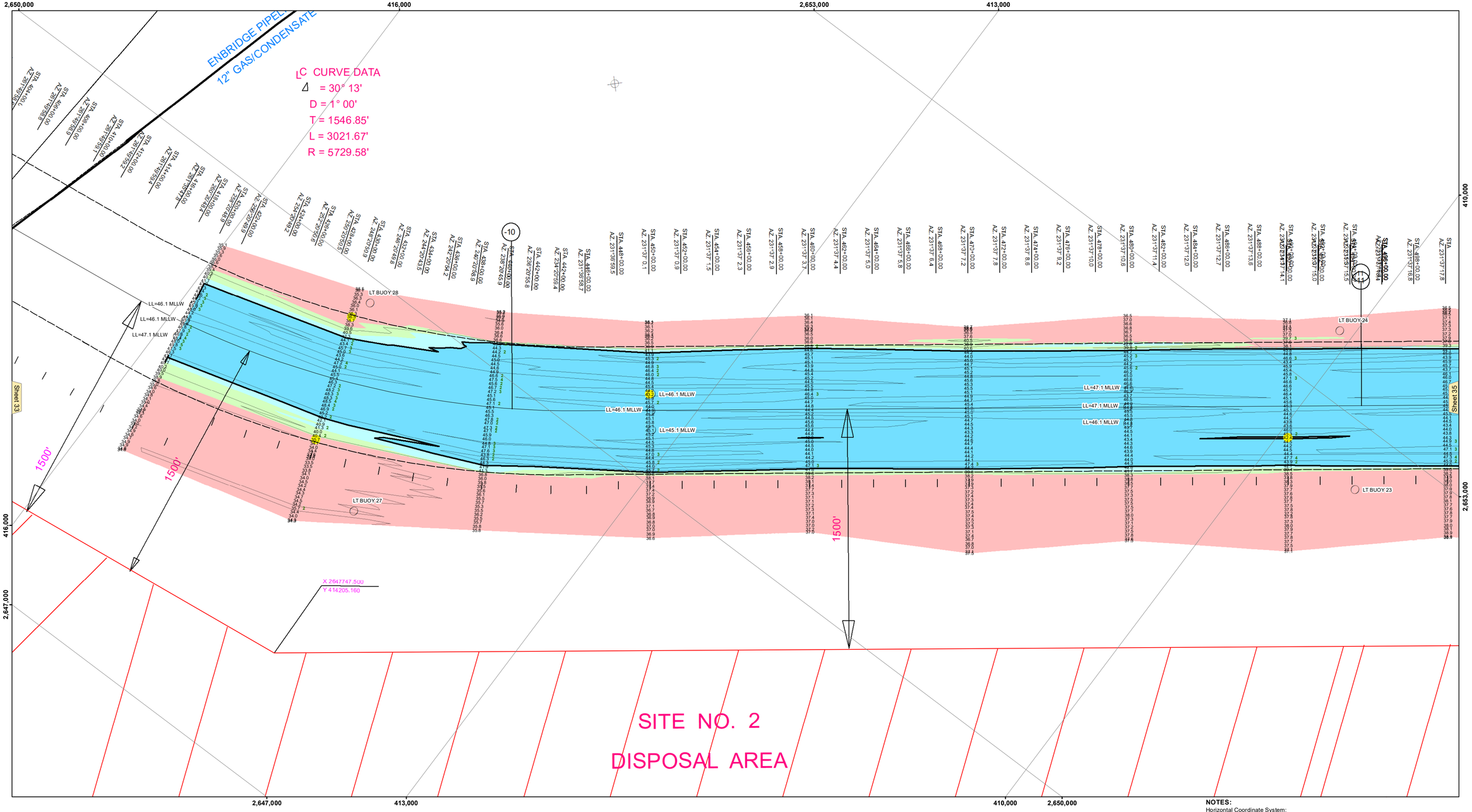

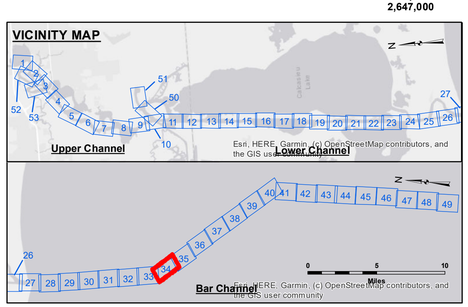

LEGEND

- 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

Gage Reading:	CAMERON VRN: -0.11 MLLW AVG.
Sea Conditions:	CHOPPY
Vessel Name:	M/V TECHE
Survey Type:	CONDITION
Sounding Frequency***:	LOW

Feet: 0 400 800 1,200 1,600

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.

US Army Corps of Engineers
District: CEMVN

DISCLAIMER
Access Constraints: The United States Government furnishes this data and information on an "as is" basis. The recipient agrees to accept the data and information with the understanding that the US Government makes no warranties, expressed, or implied concerning the accuracy, completeness, reliability, usability, or suitability for any purpose of the data and information and the data furnished. The United States shall be held harmless from any liability resulting from the use of the data made thereof. These data belong to the Government. Therefore the recipient fully agrees not to represent these data to anyone as other than government data. The recipient agrees to pass on these data to others without also transferring this Disclaimer.

The information depicted on this map represents the results of a survey conducted on the date indicated and can only be considered to represent the general condition existing at that time.

Distribution Liability: The data represents the results of data collected by the U.S. Army Corps of Engineers activity and indicates the general existing conditions. As such, it is only valid for its intended use, content, time and accuracy of the data. Data may be misleading if used for the purpose of any of the application of the data for other than its intended purpose.

Data Constraints: Hydrographic survey data is subject to change due to the dynamic nature of the waterways and the shoaling activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers does not warrant the data to be valid in the hydrographical conditions which develop after the date of publication. This data is intended for U. S. Army Corps of Engineers' internal use. Project maintenance based on navigation needs.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Submitted:	Surveyed By: SP,JS	Checked By: AO,JH
Recommended: Chief, Survey Section	Plotted By: BD	
Approved: Chief, Waterways Maintenance Section		

CALCASIEU SHIP CHANNEL
BAR SHEET 34
CR_34_BAR_20250311_CS
11 March 2025

Sheet Reference Number
34 of 53

Revison Number:
4.2-20200420