



LEGEND	
--- Federal Navigation Channel	● Cable Area
— Federal Navigation Center Line	□ Placement Area
— As-built Pipeline/Cable	⊗ Anchorage Area
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point
— Project Depth Contour	⊗ Wrecks-Submerged
3 Fluff Thickness (feet)*	★ Beacon, General
● Shoalest Sounding**	◆ Red Navigation Buoy
● -16' and above	◆ Green Navigation Buoy
● -16' to -21'	
● -21' to -26'	
● -26' to -33'	
● -33' to -39'	
● -39' to -41'	
● -41' to -43'	
● -43' and below	

Gage Reading: VRS RTK NTRIP: 1.88 MLLW AVG.  
 Sea Conditions: CHOPPY  
 Vessel Name: MV LAFOURCHE  
 Survey Type: CONDITION  
 Sounding Frequency\*\*\*: HIGH/LOW

**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 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 information depicted on this map represents the results of a hydrographic survey conducted by the U.S. Army Corps of Engineers. The data was collected using a dual frequency echosounder and a GNSS receiver. The data is provided for informational purposes only and is not intended for navigation. The user is responsible for the accuracy, completeness, and reliability of the data for their intended purpose. The user is advised to use the data in conjunction with other navigational aids and to exercise caution when navigating in the area. The U.S. Army Corps of Engineers does not warrant the accuracy, completeness, or reliability of the data for any particular purpose. The user is advised to use the data at their own risk. The U.S. Army Corps of Engineers is not responsible for any damage or injury resulting from the use of the data. The information depicted on this map represents the results of a hydrographic survey conducted by the U.S. Army Corps of Engineers. The data was collected using a dual frequency echosounder and a GNSS receiver. The data is provided for informational purposes only and is not intended for navigation. The user is responsible for the accuracy, completeness, and reliability of the data for their intended purpose. The user is advised to use the data in conjunction with other navigational aids and to exercise caution when navigating in the area. The U.S. Army Corps of Engineers does not warrant the accuracy, completeness, or reliability of the data for any particular purpose. The user is advised to use the data at their own risk. The U.S. Army Corps of Engineers is not responsible for any damage or injury resulting from the use of the data.

Submitted:	SPPS
Recommended:	BD
Checked:	AC

U.S. ARMY CORPS OF ENGINEERS  
 NEW ORLEANS DISTRICT  
 Chief, Waterways Maintenance Section

**CALCASIEU SHIP CHANNEL  
 BAR SHEET 35  
 CR\_35\_BAR\_20220517\_CS  
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