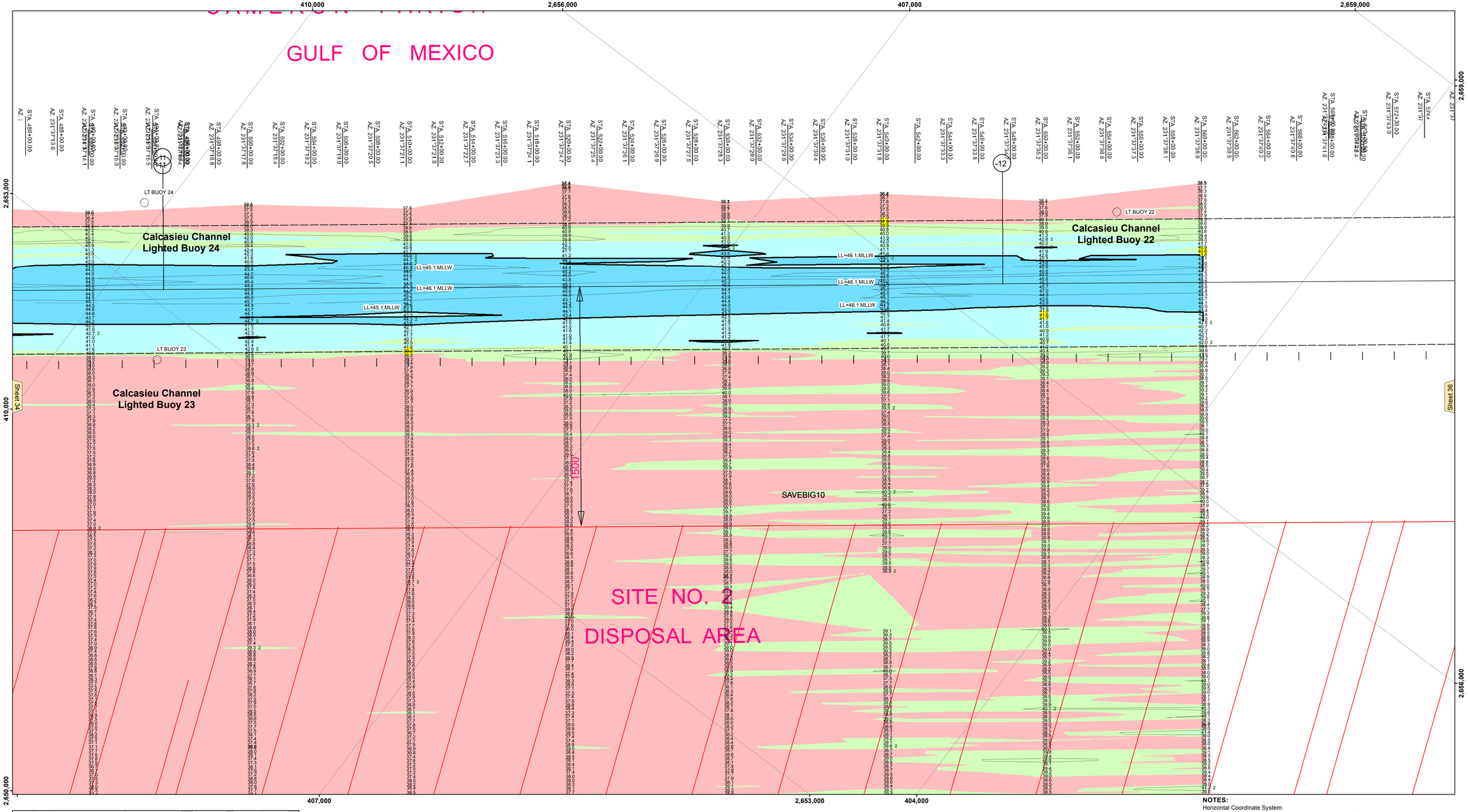

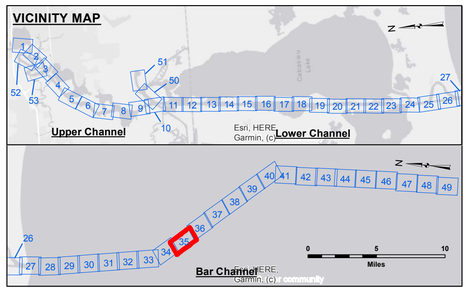

LEGEND

- 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: 1.85 MLLW AVG.
Sea Conditions:	CHOPPY
Vessel Name:	MV 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

Distribution Liability: The data represents the results of data collected and processed by the U.S. 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 for other than its intended purpose. The U.S. Corps of Engineers assumes no responsibility for the accuracy 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 natural and man-induced influences such as storm activity and natural shoaling and scouring processes. The U.S. Corps of Engineers makes no representation of the data in the hydrographical conditions which develop after the date of publication. This data is intended for U.S. Army Corps of Engineers internal use. Therefore, the data is provided "as-is".

DISCLAIMER
Access Constraints: The United States Government furnishes this map/chart/publication/data/information/product/service in good faith based on the understanding that the US Government makes no warranties, expressed, or implied concerning the accuracy, completeness, reliability, or suitability of this product, nor of the information and the data furnished. The United States shall be held harmless from any liability resulting from any errors or omissions 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 further agrees not to represent 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.

U.S. ARMY CORPRS OF ENGINEERS
NEW ORLEANS DISTRICT

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

CALCASIEU SHIP CHANNEL
BAR SHEET 35
CR_35_BAR_20230228_AD
28 February 2023

Sheet Reference Number
35 of 53

Revison Number:
4.2-20200420