



**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: 1.5 MLLW AVG  
 2-3'  
 Sea Conditions: M/V VALENTOUR  
 Vessel Name: CONDITION  
 Survey Type: LOW  
 Sounding Frequency\*\*\*: 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 survey conducted by the United States Army Corps of Engineers. It is not intended to be used for any purpose other than that for which it was prepared. The user is responsible for the accuracy, completeness, and reliability of the information for any particular purpose of the user. The user is advised that the information is not intended to be used for any purpose other than that for which it was prepared. The user is advised that the information is not intended to be used for any purpose other than that for which it was prepared. The user is advised that the information is not intended to be used for any purpose other than that for which it was prepared.

Submitted:	Surveyed By: JDH/JA	Plotted By: AO	Checked By: AC
Recommended:	Chart Survey Section		
Approved:	Chief, Waterways Maintenance Section		

**CALCASIEU SHIP CHANNEL**  
**BAR SHEET 37**  
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