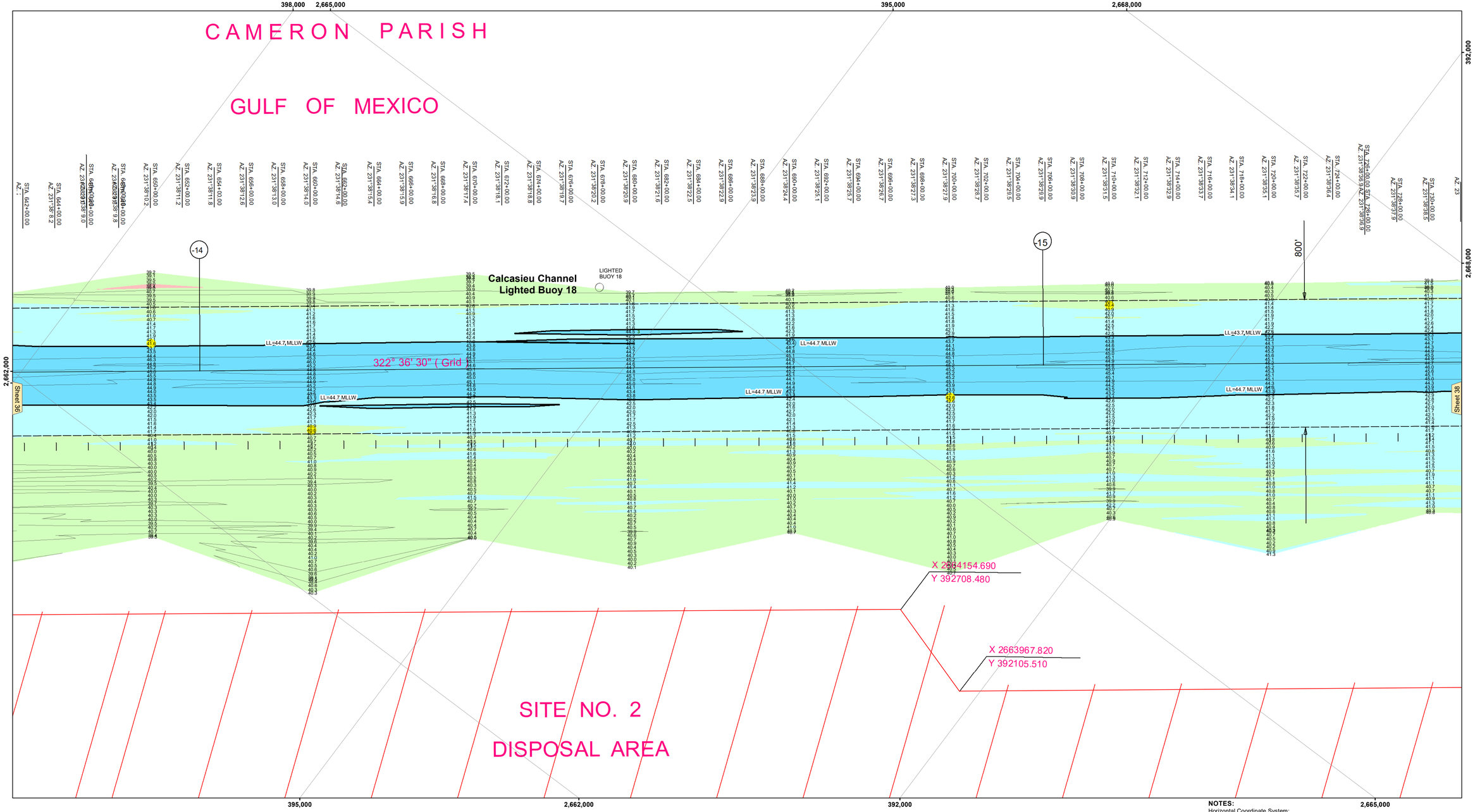

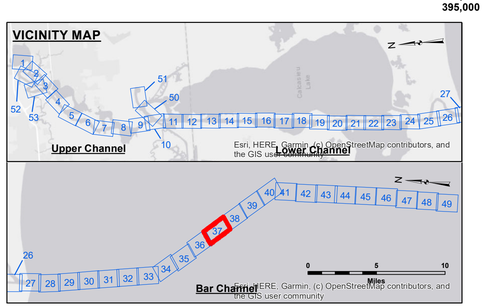

LEGEND

- 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 AUTO: 1.3 MLLW AVG
Sea Conditions:	CALM
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

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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 collection, analysis, and scouring processes associated with dredging activity and indicates the general existing conditions. As such, it is only valid for its intended use, content, time and accuracy as described in the accompanying documentation. The U.S. Government is not liable for any of the application of the data for other than its intended purpose.

Data Constraints: Hydrographic survey data is subject to change due to scouring and deposition of material caused by natural or dredging activity and natural shoaling and scouring processes. The U. S. Government is not responsible for any changes made to 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. Please contact the District for any public release.

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NEW ORLEANS DISTRICT

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

CALCASIEU SHIP CHANNEL
BAR SHEET 37
CR_37_BAR_20230503_CS
03 May 2023

Sheet Reference Number
37 of 53

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