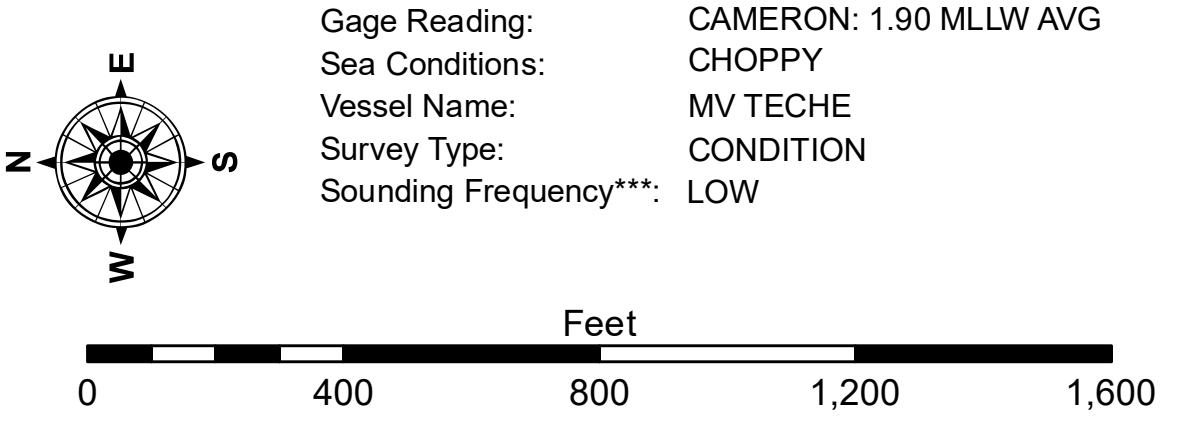


LEGEND

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



NOTES:

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: CAMERON: 1.90 MLLW AVG
 CHOPPY
 MV TECHE
 CONDITION
 LOW

Gage Reading:
 Sea Conditions:
 Vessel Name:
 Survey Type:
 Sounding Frequency***: LOW

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 Government. The user is responsible for the accuracy, completeness, reliability, usability, or availability for any particular purpose of the information. The user is responsible for the accuracy, completeness, reliability, usability, or availability for any particular purpose of the information. The user is responsible for the accuracy, completeness, reliability, usability, or availability for any particular purpose of the information.

Submitted:	Surveyed By: SPJS	Plotted By: JHT	Checked By: JHT
Recommended:	Chief, Survey Section		
Approved:	Chief, Waterways Maintenance Section		

CALCASIEU SHIP CHANNEL
BAR SHEET 41
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