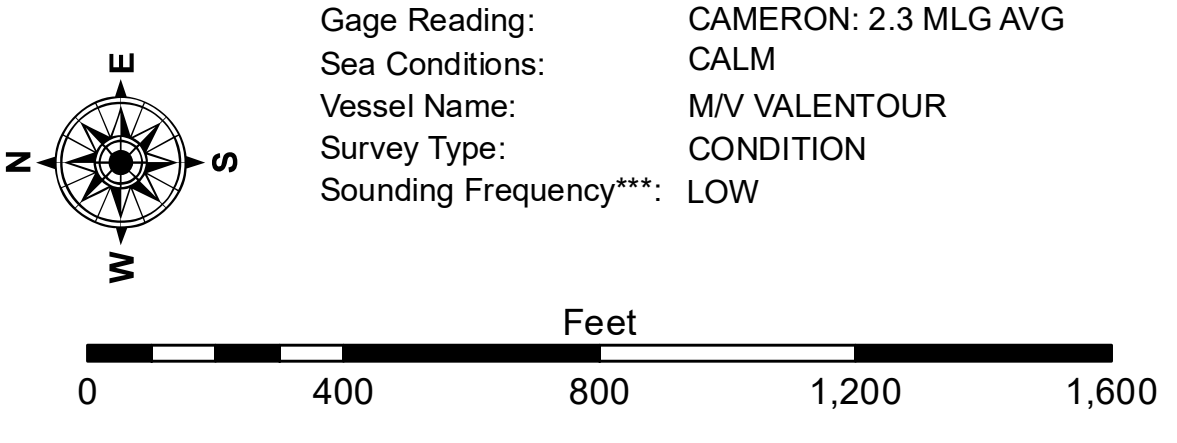


**LEGEND**

--- 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:  
 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 United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not warranted for any purpose other than that for which they were prepared, or implied concerning the accuracy, completeness, reliability, usability or suitability for any particular purpose of the recipient. The user is responsible for the results obtained from the use of the data for other than the intended purpose. No liability will be assumed by the United States Government for any damage or loss, including consequential damages, arising from the use of the data for other than the intended purpose. These data are being provided to the recipient under a license that is subject to the terms and conditions of the license. The recipient may not transfer these data to others without also transferring the license. The information depicted on this map represents the results of a survey conducted by the United States Army Corps of Engineers and is not to be used for any purpose other than that for which it was prepared. The recipient is responsible for the results of any use of the data for other than the intended purpose.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT		
Submitted:	Surveyed By: RYLAND/ADAMS	Plotted By: AO
Recommended:	Chief, Survey Section	Checked By: AC
Approved:	Chief, Waterways Maintenance Section	

**CALCASIEU SHIP CHANNEL  
 BAR SHEET 42  
 CR\_42\_BAR\_20200912\_CS\_POSTSTORM  
 12 September 2020**

**Sheet Reference Number  
 42 of 53**

Revision Number:  
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