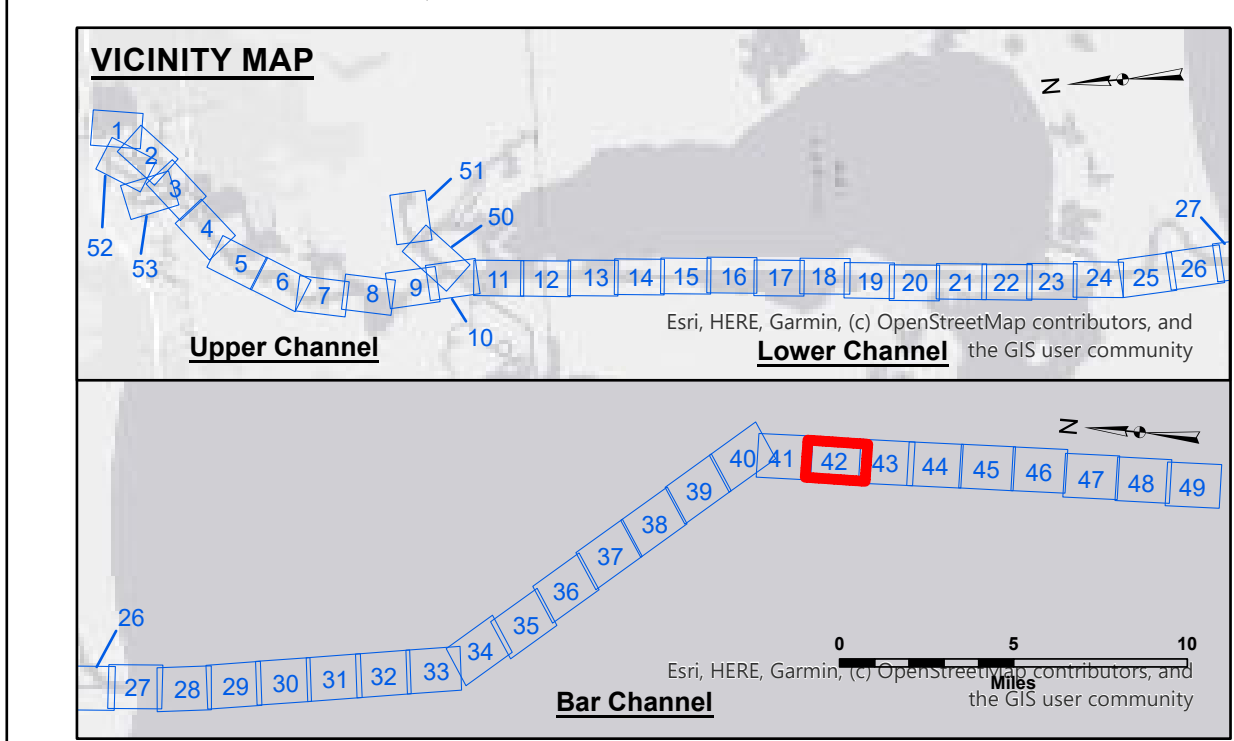
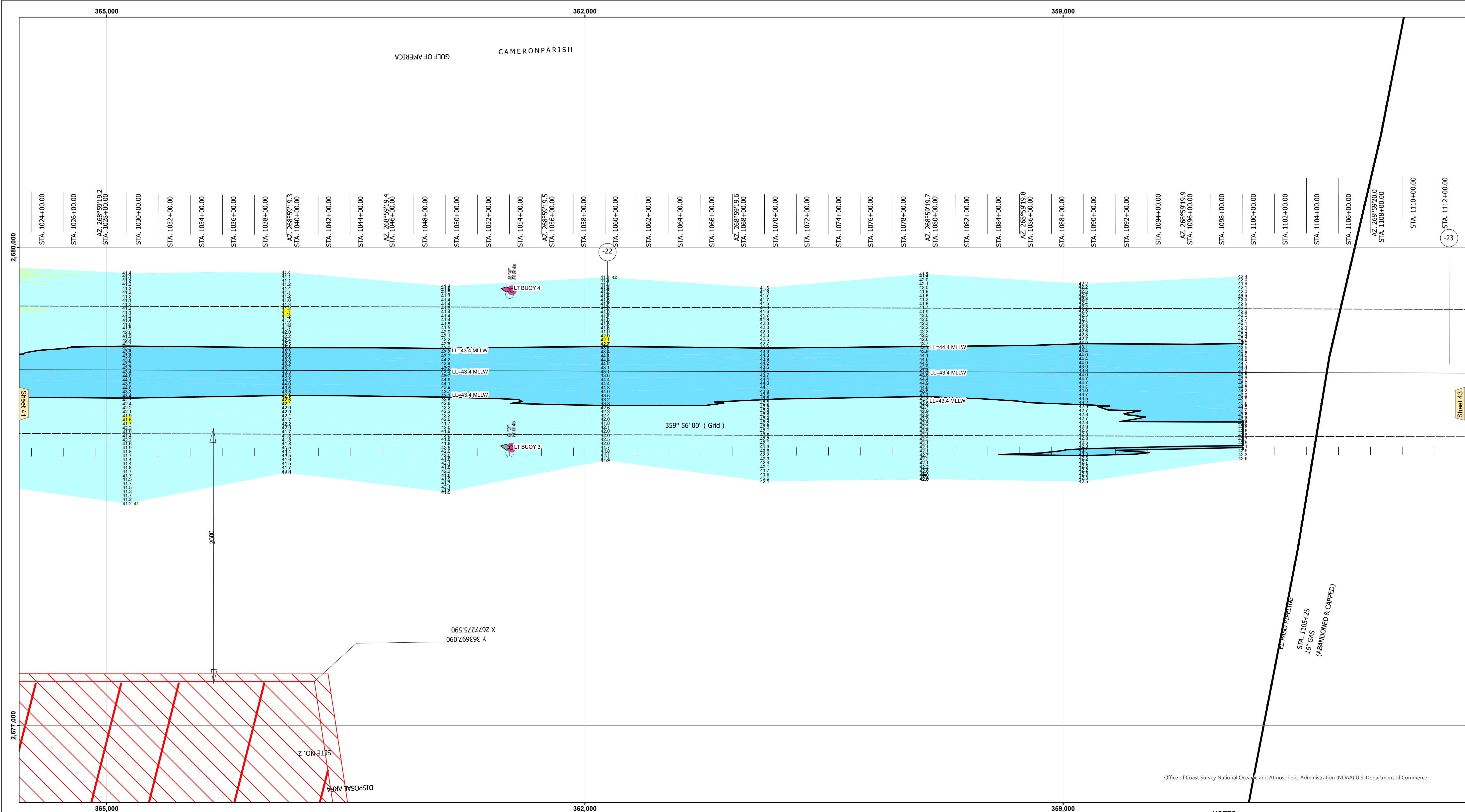




LEGEND

--- 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

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 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.

Gage Reading: CAMERON: 2.57 MLLW AVG.

Sea Conditions: CHOPPY

Vessel Name: M/V TECHE

Survey Type: CONDITION

Sounding Frequency***: HIGH/LOW

0 400 800 1,200 1,600

Feet

US Army Corps of Engineers

District: CEMVN

DISCLAIMER: The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not to be used for any purpose other than that for which they were originally collected, expressed, or implied concerning the accuracy, completeness, reliability, usability, or suitability for any particular purpose of the recipient. The recipient understands that the data are provided under no liability whatsoever to any person by reason of any use of the data, and that the recipient agrees to hold the United States Government harmless for any and all claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by the recipient or any third party as a result of the use of the data. The recipient agrees to indemnify and hold the United States Government harmless for any and all claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by the United States Government or any third party as a result of the use of the data. The recipient agrees to hold the United States Government harmless for any and all claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by the United States Government or any third party as a result of the use of the data.

U.S. ARMY CORPS OF ENGINEERS			
Submitted:	Surveyed By: SPJS	Plotted By: BD	Checked By: AOJH
Recommended:	Chief, Survey Section	Chief, Survey Section	Chief, Waterways Maintenance Section
Approved:	Chief, Waterways Maintenance Section		

CALCASIEU SHIP CHANNEL

BAR SHEET 42

CR_42_BAR_20250903_CS

03 September 2025

Sheet Reference Number

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