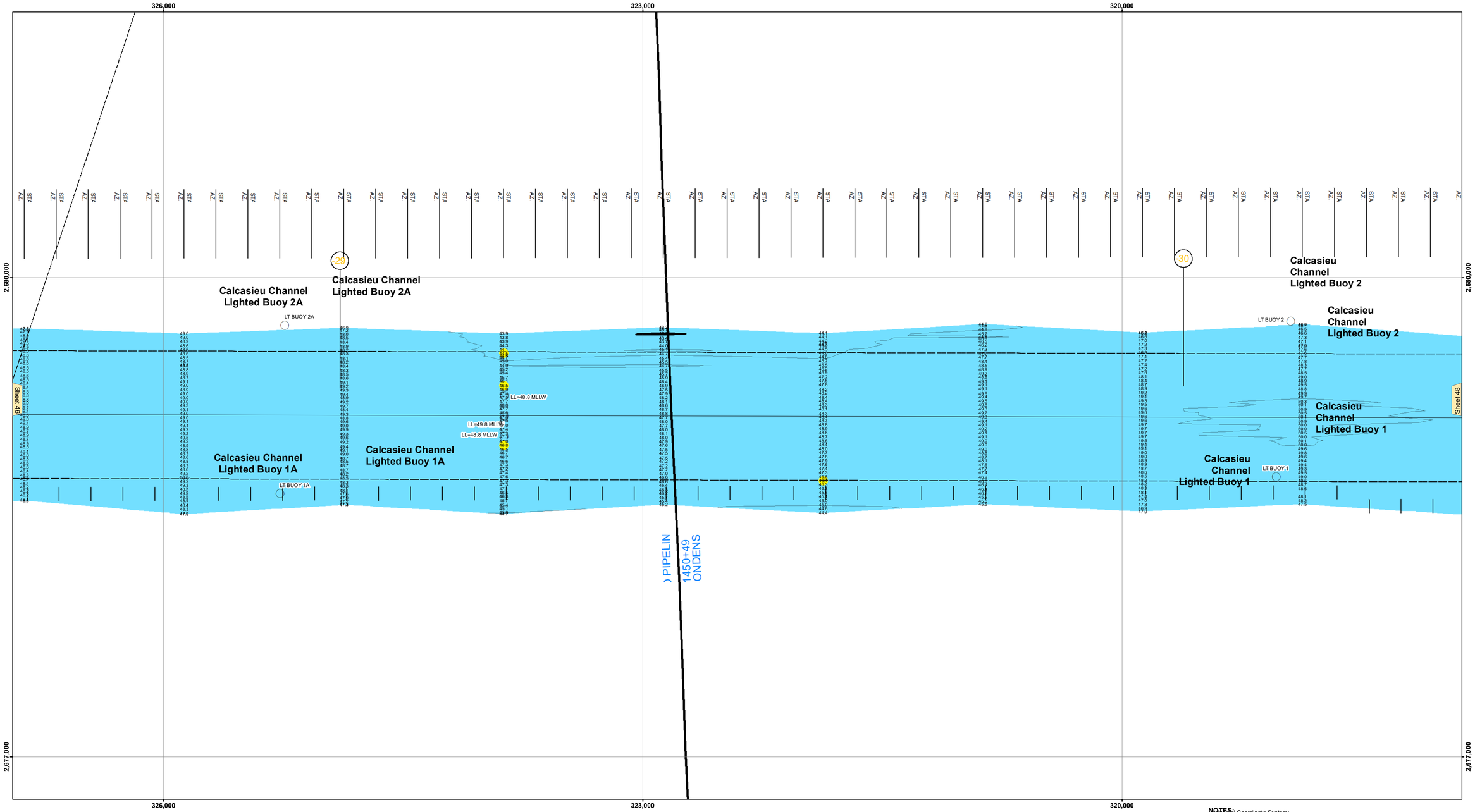

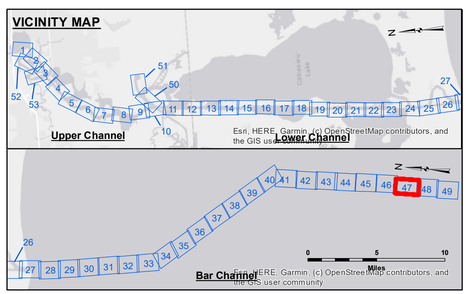

LEGEND

- 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:0.22 MLLW AVG.
Sea Conditions: CHOPPY
Vessel Name: M/V TECHE
Survey Type: CONDITION
Sounding Frequency***: HIGH/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 (200 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

DISCLAIMER
Access Constraints: The United States Government furnishes this data and information on an "as is" basis. The recipient agrees to assume responsibility for its use of the data and information and the data furnished. The United States shall be held harmless from any liability arising from any improper or unauthorized use made thereof. These data belong to the Government. Therefore the recipient fully agrees not to represent these data to anyone as other than government data or to transfer ownership of the original data to other parties. Recipient further agrees not to resell or redistribute these data to others without also transferring this Disclaimer.

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 collected by the U.S. Army Corps of Engineers activity and indicates the general existing conditions. As such, it is only valid for its intended use, content, time and accuracy as specified by the contracting officer. 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 natural shoaling and scouring processes and human dredging activity and natural shoaling and scouring processes. The U. S. Government is not responsible for any changes to the data made in the hydrographic conditions which develop after the date of publication. This data is intended for U. S. Army Corps of Engineers' internal use. Private businesses based on this data assume all risk.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

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

CALCASIEU SHIP CHANNEL
BAR SHEET 47
CR_47_BAR_20250310_CS
10 March 2025

Sheet Reference Number
47 of 53

Revison Number:
4.2-20200420