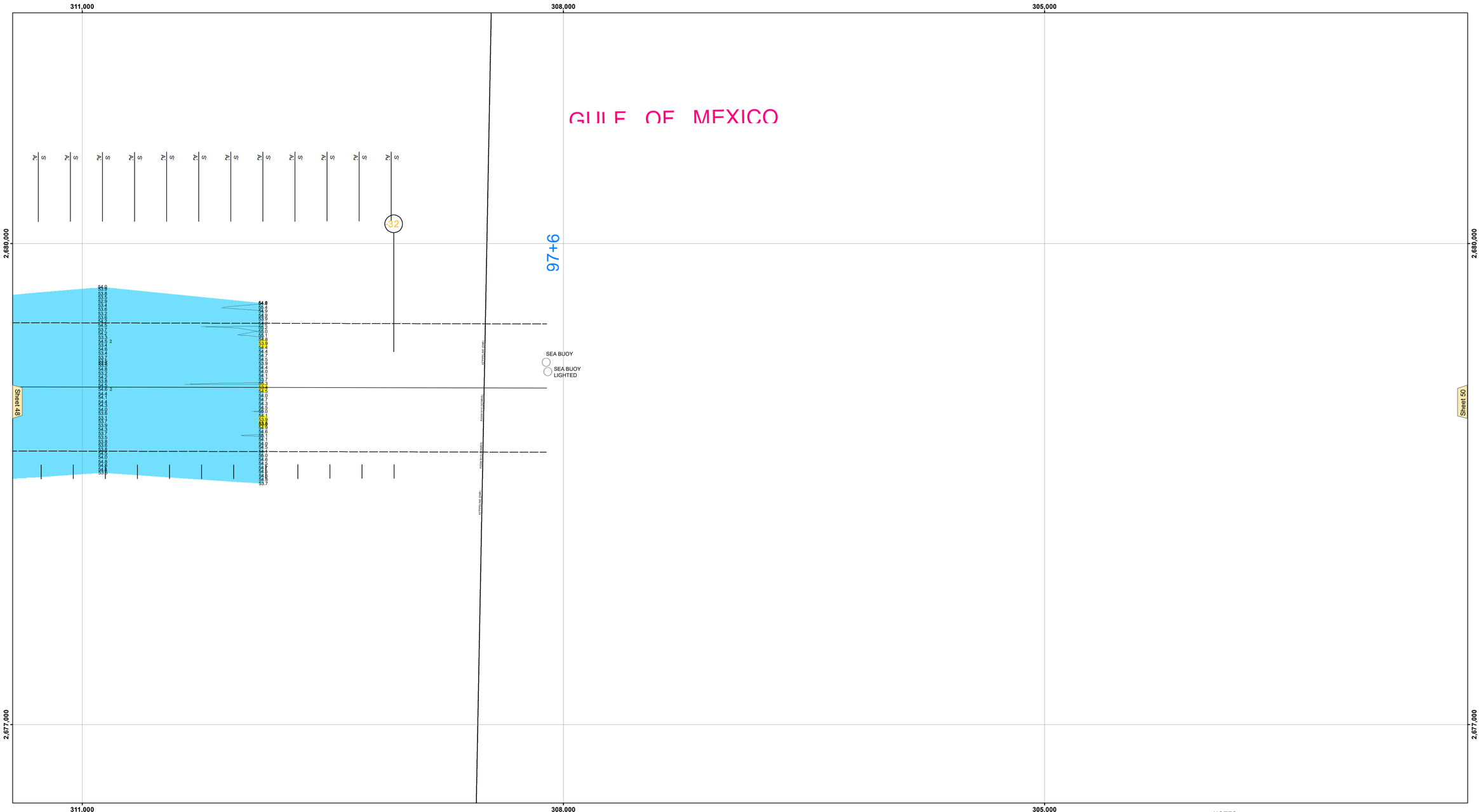

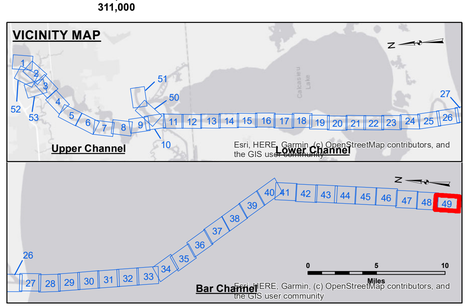

LEGEND

- 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

DISCLAIMER
Access Constraints: The United States Government furnishes these data and information "as is" and in accordance with the express understanding that the US Government makes no warranties, expressed, or implied concerning the accuracy, completeness, reliability, usability, or suitability for any particular purpose of the information and the data furnished. The United States shall be indemnified against any claim of any kind or character arising out of or 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 permit anyone to have access to or use 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 conditions existing at that time.

Distribution Liability: The data represents the results of data collection conducted by or used by US 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 of the application of the data for other than its intended purpose.

Data Constraints: Hydrographic survey data is subject to change over time and must be considered in any navigation or engineering activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers makes no warranties, express or implied, as 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 other uses.

U.S. ARMY CORPS OF ENGINEERS
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 49
CR_49_BAR_20230503_CS
03 May 2023

Sheet Reference Number
49 **of** 53

Revison Number:
4.2-20200420