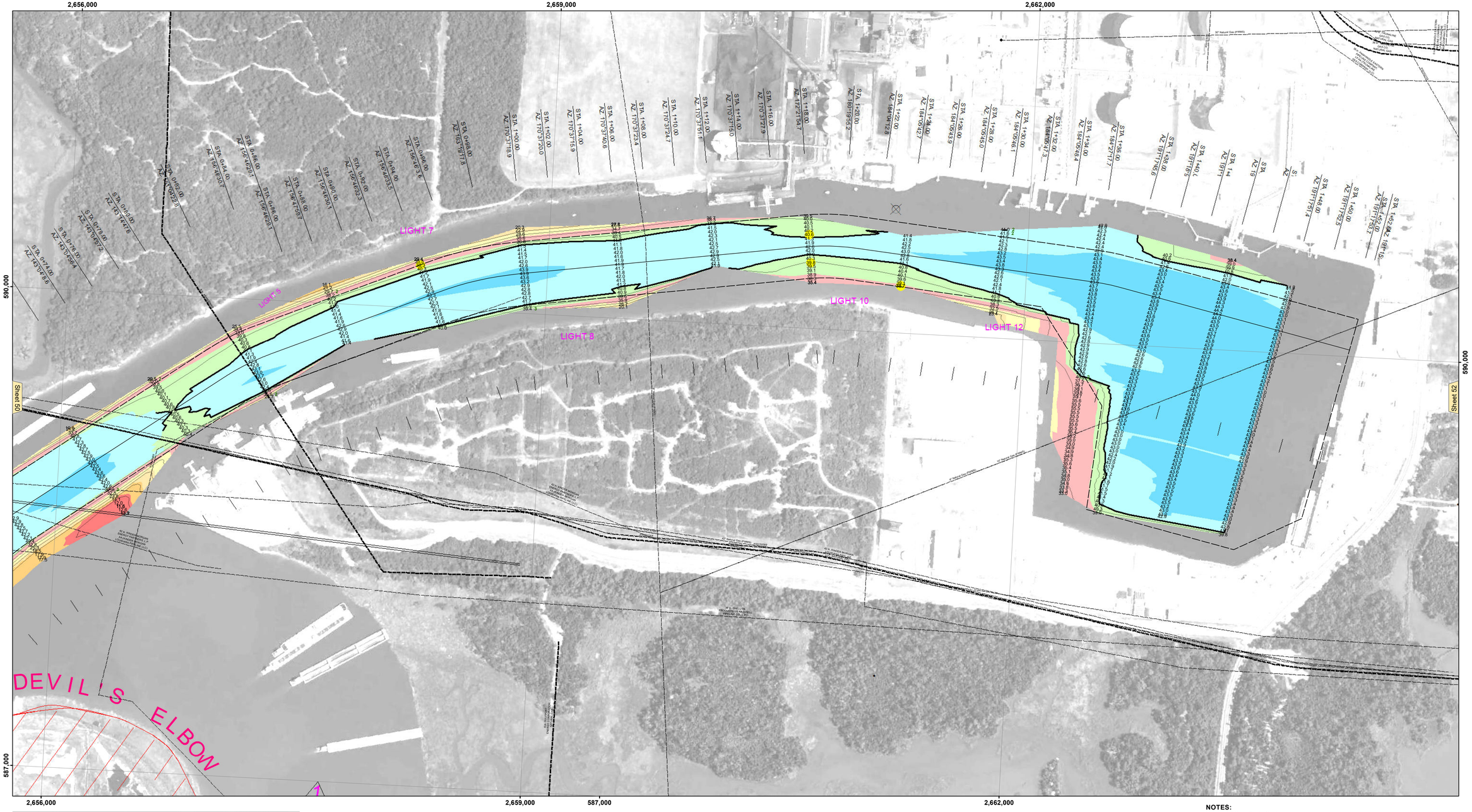

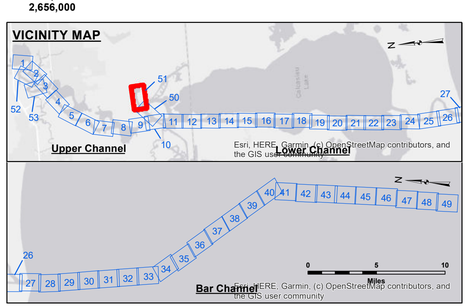

LEGEND

- 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

N W E S

Feet: 0 400 800 1,200 1,600

Gage Reading:	RANGE D: 2.6 MLLW
Sea Conditions:	CALM
Vessel Name:	VALENTOUR
Survey Type:	CS
Sounding Frequency***:	LOW

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 73585 as of December 2013:
0.0' NAVD88 (OPUS 2013) = 0.8' MLLW = 1.8' 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

Distribution Liability: The data represents the results of data collection and analysis performed by the Corps of Engineers activity and indicates the general existing conditions. As tech. it is only valid for its intended use, content, time and accuracy. The Government assumes no liability for the misuse of 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 and man-induced events and the Corps of Engineers' activity and natural shoaling and scouring processes. The U. S. Government assumes no liability for the misuse of the data in the hydrographical conditions which develop after the date of publication. This data is intended for U. S. Army Corps of Engineers' internal use. Present channel depth and safety rating report.

DISCLAIMER
Access Constraints: The United States Government furnishes this map and the data and information proceeding from it with the understanding that the US Government makes no warranties, expressed, or implied concerning the accuracy, completeness, reliability, or suitability of this map, of any of the data in the information and the data furnished. The United States shall be under no liability for any deficiencies or inaccuracies in the map 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. The recipient agrees to indemnify 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.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Submitted:	Surveyed By: JH, JA	
	Plotted By: AO	
Recommended: Chief, Survey Section	Checked By: AO	
Approved: Chief, Waterways Maintenance Section		

CALCASIEU SHIP CHANNEL
DEVIL'S ELBOW - SH 2
CR_51_DE2_20190716_CS_POSTSTORM
16 July 2019

Sheet Reference Number
51 of 53

Revison Number:
3.12-20160811