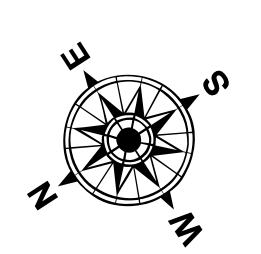
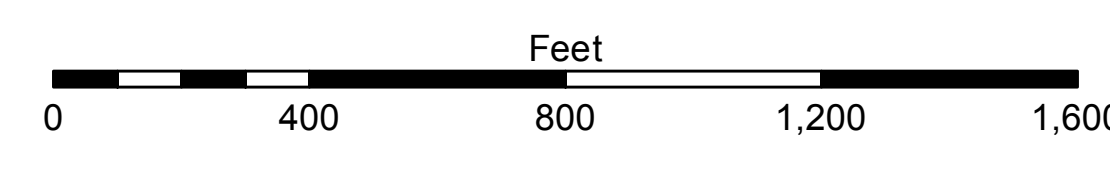


**LEGEND**

--- Federal Navigation Channel	○ Cable Area	□ Borrow Area	■ -15' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	■ -15' to -20'
— As-built Pipeline/Cable	⊗ Anchorage Area	★ Beacon, General	■ -20' to -25'
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy	■ -25' to -32'
— Project Depth Contour	⊗ Wrecks-Submerged	◆ Green Navigation Buoy	■ -32' to -38'
			■ -38' to -40'
			■ -40' to -42'
			■ -42' and below



Gage Reading: LAKE CHARLES: 1.40 MLG  
 Sea Conditions: CALM  
 Vessel Name: MV TECHE  
 Survey Type: CONDITION  
 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 Low Gull Datum (MLG). Datum Relationships for gage 73550 as of December 2013: 0.0' NAVD83 (OPUS 2010) = 0.6' MLW = 1.6' MLG or 0.0' MLW = 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.  
 2010 Aerial Photography data source: NAIP  
 Reference is N.O.A. Navigation Chart No. 11339.  
 \*\* 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 information depicted on this map represents the results of a survey conducted by the United States Government. The user of this information is advised that the United States Government does not warrant the accuracy, reliability, usability, or availability of the information for any purpose other than that for which it was specifically prepared. The user is responsible for the results of any use of this information. The user is advised that the United States Government does not accept any liability for damages, including consequential damages, arising from the use of this information. The user is advised that the United States Government does not accept any liability for damages, including consequential damages, arising from the use of this information. The user is advised that the United States Government does not accept any liability for damages, including consequential damages, arising from the use of this information.

U.S. ARMY CORPS OF ENGINEERS  
 NEW ORLEANS DISTRICT

Submitted:	Surveyed By: ja.jh
Revised/Revised By:	Plotted By: BTJ
Checked By: TAF	Checked By: TAF

**CALCASIEU SHIP CHANNEL  
 CLOONEY ISLAND  
 CR\_52 CLL\_20160125  
 25 January 2016**

**Sheet Reference Number  
 52 of 53**