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**Data Constraints:** Hydrographic survey data is subject to change rapidly due to natural factors including but not limited to dredging activity and general shoaling and scouring processes. The U. S. Army Corps of Engineers accepts no responsibility for changes in the hydrographical conditions which develop after the date of the survey. The Corps does not accept responsibility for engineering internal use. Prudent mariners should not rely solely upon it.

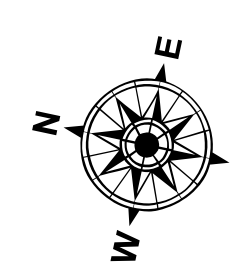
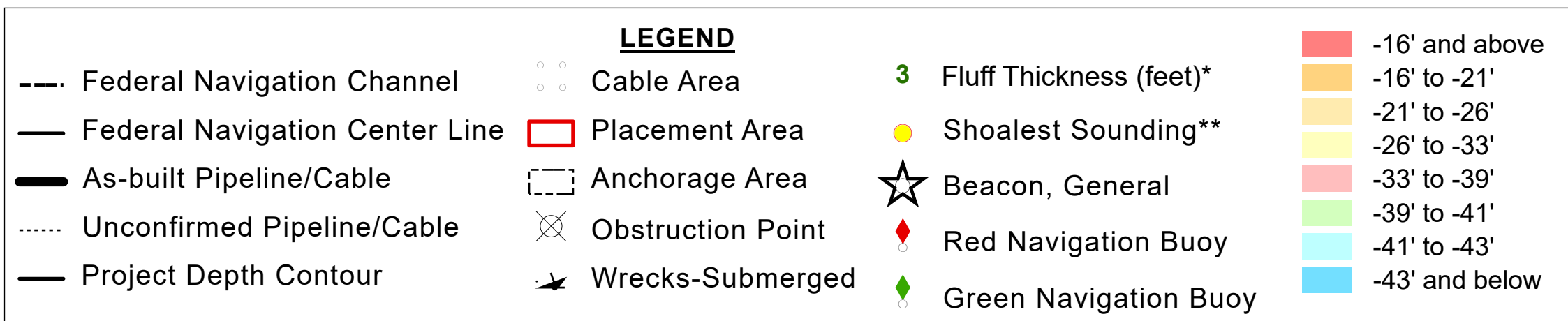
**DISCLAIMER** The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the US Government makes no warranties, expressed, implied concerning the accuracy, completeness, readability, usability or suitability for any particular purpose of the information and this disclaimer. The United States shall be held harmless and the data furnished to the recipient shall be made inured. These data belong to the Government. Therefore the recipient fully agrees not to represent these data to anyone as other than Government provided data. The recipient may not transfer 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.

|                              |                                      |                           |                             |
|------------------------------|--------------------------------------|---------------------------|-----------------------------|
| U.S. ARMY CORPS OF ENGINEERS |                                      | Submitted _____           | Reviewed By:<br>SP-15 _____ |
| Recommended: _____           | Chief, Survey Section                | Plotted By:<br>BD _____   |                             |
| Approved: _____              | Chief, Waterways Maintenance Section | Checked By:<br>AOJH _____ |                             |

CALCASIEU SHIP CHANNEL  
COON ISLAND  
CR\_53\_CNI\_20250806\_CS  
06 August 2025

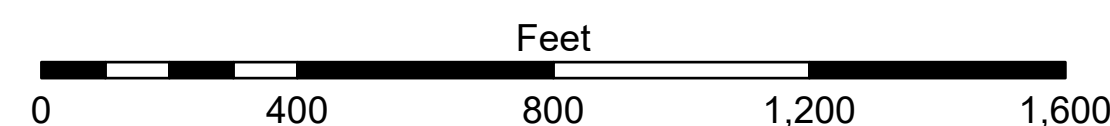
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Reference  
Number  
53 of 53

Revision Number:  
5.25.04.03-5.25.04.03



Gage Reading:  
Sea Conditions:  
Vessel Name:  
Survey Type:  
Sounding Frequ

DM 119 VRN: 1.33 MLLW AVG.  
CALM  
M/V TECHE  
CONDITION  
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 73550 as of December 2013:  
 0.0' NAVD88 (OPUS 2010) = 0.6' MLLW = 1.6' 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.

2022 Aerial Photography data source: PAR LLC

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.