



LEGEND

--- Federal Navigation Channel	○ Cable Area	□ Borrow Area	■ -10' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	■ -10' to -20'
— As-built Pipeline/Cable	□ Anchorage Area	★ Beacon, General	■ -20' to -30'
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy	■ -30' to -40'
— Project Depth Contour	⚓ Wrecks-Submerged	◆ Green Navigation Buoy	■ -40' to -45'
			■ -45' to -48.5'
			■ -48.5' to -55'
			■ -55' and below

Gage Reading: 2.10 MLLW @ PILOT TOWN @ 1200
Sea Conditions: CHOPPY, FLUFF (SAND WAVES)
Vessel Name: JOHN BOPP
Survey Type: CONDITION, SB
Sounding Frequency*:** LOW

Vertical Datum: North American Datum of 1983 (NAD83), projected to the State Plane Coordinate System (SPCS), Louisiana South Zone. Distance units in U.S. Survey Feet.
Datum Relationships for gage 01525 as of July 2015:
 0.0' NAVD83 = -0.3' MLLW = 3.20' MLG

Distances on the Mississippi River, above and below Head of Passes are shown at 1 mile intervals.

The location of navigation aids are base on and provided by the U.S. Coast Guard.

2016 Aerial Photography data source: Precision Aerial Reconnaissance, LLC (1998 DOQQ in green)

Reference is N.O.A.A. Navigation Chart No. 11361.

** 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 (24 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.



Distribution Liability: The data represents the results of data collection for a specific US Army Corps of Engineers project and is only valid for its intended use, content, time and accuracy specifications. The user is responsible for the results and application of the data for other than its intended purpose.

Data Constraints: Hydrographic survey data is subject to change rapidly due to several factors including but not limited to dredging, channel migration, and changes in bathymetry. The user is responsible for the results of the data and should not rely on it for navigation purposes.

The information depicted on this map represents the results of a survey conducted on the date indicated. The user is responsible for the results of the data and should not rely on it for navigation purposes.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT	
Surveyed By: LLB & TDG	Plotted By: RSL
Submitted:	Checked By: MSK
Recommended:	Chief, Survey Section
Approved:	Chief, Waterways Maintenance Section

**MISSISSIPPI RIVER - B.R. TO GULF
 SOUTHWEST PASS - SHEET 4
 SW_04_SWP_20180415_CS
 15 April 2018**

**Sheet Reference Number
 4 of 13**

Revision Number:
 3.13-20160811