



**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 -50'
			■ -50' to -55'
			■ -55' and below

Gage Reading: 1.3 MLLW @ H.O.P. (01545 OD) @ 0850  
 Sea Conditions: CALM, FLUFF  
 Vessel Name: BLANCHARD  
 Survey Type: CONDITION, SB  
 Sounding Frequency\*\*\*: LOW

Vertical Datum:  
 Soundings are shown in feet and indicate depths below Mean Lower Low Water (MLLW, 12-16).  
 Datum Relationships for gage 01545 as of March 2020:  
 0.0' NAVD83, 2009.55 = -0.32' MLLW = 3.18' 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.

2022 Aerial Photography data source: Optimal GEO (1998 DOQQ in green)

Reference is N.O.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/processing for a specific US Army Corps of Engineers project. It is only valid for its intended use, content, time and accuracy specifications. The user is responsible for the results of any application of the data for other than its intended purpose.

**Data Constants:** Hydrographic survey data is subject to change regularly due to several factors including but not limited to dredging operations, channel migration, and other natural processes. The US Army Corps of Engineers accepts no responsibility for changes in the hydrographical conditions which develop after the date of the survey. Prudent mariners should not rely solely upon it.

U.S. ARMY CORPS OF ENGINEERS  
NEW ORLEANS DISTRICT

Submitted:	Surveyed By: JTB & DBD
Recommended: Chief Survey Section	Plotted By: TSS
Approved: Chief Waterways Maintenance Section	Checked By: MSK

**MISSISSIPPI RIVER - B.R. TO GULF  
SOUTHWEST PASS - SHEET 6  
SW\_06\_SWP\_20240529\_CS  
29 May 2024**

**Sheet Reference Number  
6 of 13**

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