

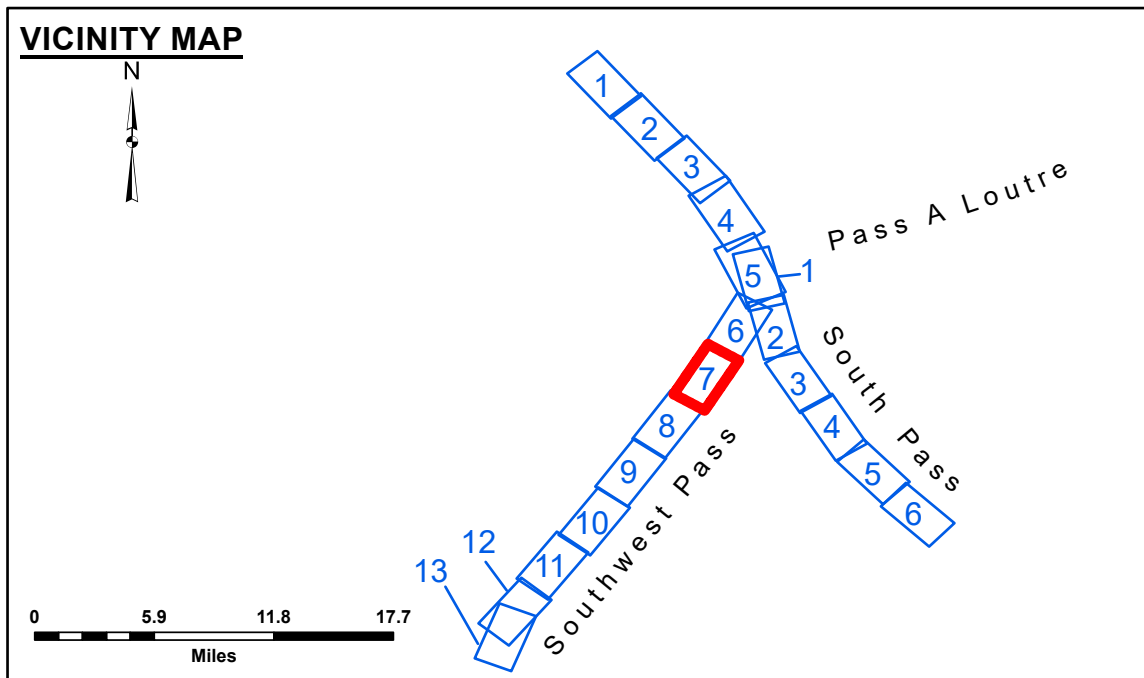
**DISCLAIMER:** The data represented on this map were collected by the Corps of Engineers and are not intended for use in any other application. The user is responsible for the results of any application of the data for other than its intended purpose. The Corps of Engineers is not liable for any damage or injury resulting from the use of this map. The Corps of Engineers is not responsible for any damage or injury resulting from the use of this map. The Corps of Engineers is not responsible for any damage or injury resulting from the use of this map.

**DISCLAIMER:** The United States Government furnishes these data and the recipient is responsible for their use. The recipient is responsible for the accuracy, completeness, and timeliness of the data furnished. The United States Government is not liable for any damage or injury resulting from the use of these data. The recipient is responsible for the accuracy, completeness, and timeliness of the data furnished. The United States Government is not liable for any damage or injury resulting from the use of these data.

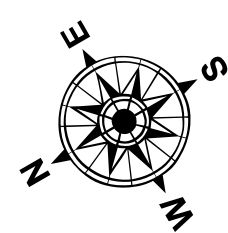
|              |                                      |           |
|--------------|--------------------------------------|-----------|
| Submitted:   | Surveyed By:                         | JTB & DED |
| Recommended: | Plotted By:                          | TSS       |
| Approved:    | Chief, Survey Section                |           |
|              | Other, Waterways Maintenance Section |           |

**MISSISSIPPI RIVER - B. R. TO GULF  
SOUTHWEST PASS - SHEET 7  
SW\_07\_SWPX\_20241024\_CS  
24 October 2024**

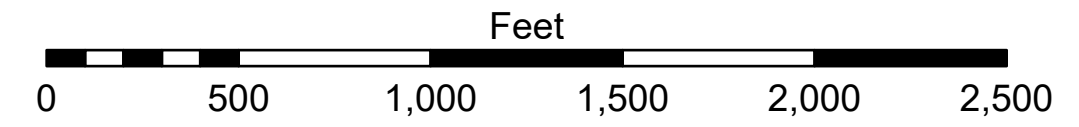
**Sheet  
Reference  
Number  
7 of 13**



| LEGEND                           |                         | 3 Fluff Thickness (feet)* |  |
|----------------------------------|-------------------------|---------------------------|--|
| --- Federal Navigation Channel   | ● Cable Area            | ■ -10' and above          |  |
| — Federal Navigation Center Line | □ Placement Area        | ■ -10' to -20'            |  |
| — As-built Pipeline/Cable        | □ Anchorage Area        | ■ -20' to -30'            |  |
| ..... Unconfirmed Pipeline/Cable | ⊗ Obstruction Point     | ■ -30' to -40'            |  |
| — Project Depth Contour          | ⚓ Wrecks-Submerged      | ■ -40' to -45'            |  |
|                                  | ★ Beacon, General       | ■ -45' to -50'            |  |
|                                  | ◆ Red Navigation Buoy   | ■ -50' to -55'            |  |
|                                  | ◆ Green Navigation Buoy | ■ -55' and below          |  |
|                                  |                         | ■ Borrow Area             |  |
|                                  |                         | ● Shoalest Sounding**     |  |



Gage Reading: 0.7 MLLW @ H.O.P. (01545 OD) @ 0820  
 Sea Conditions: CALM  
 Vessel Name: OB-173  
 Survey Type: CONDITION, SB  
 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 (MLLW, 12-16). Datum Relationships for gage 01545 as of March 2020: 0.0' NAVD86, 2009.55 = -0.32' MLLW = 3.16' MLG  
 Distances on the Mississippi River, above and below Head of Passes are shown at 1 mile intervals.  
 The location of navigation aids are based on and provided by the U.S. Coast Guard.  
 2024 Aerial Photography data source: Optimal GEO (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.