



**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: 1.9 MLLW @ LIGHT 21 @ 1105  
 Sea Conditions: CALM  
 Vessel Name: OB-173  
 Survey Type: CONDITION, SB  
 Sounding Frequency\*\*\*: LOW

0 500 1,000 1,500 2,000 2,500 Feet

**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, 12-15). Datum Relationships for gage 01575 as of March 2020: 0.0' NAVD88, 2009.55 = 0.10' MLLW = 3.60' 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.



**DISCLAIMER:** The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not to be used for any purpose other than that for which they were originally prepared, or implied concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the recipient. The user is responsible for the results obtained from the use of these data. The user shall indemnify, defend, and hold the United States Government harmless from and against all claims, damages, losses, and expenses, including reasonable attorneys' fees, that may be asserted against or incurred by the United States Government as a result of the use of these data, whether or not such claims, damages, losses, and expenses are caused in whole or in part by the negligence of the United States Government. The information depicted on this map represents the results of a survey conducted on or about the date shown in the upper right corner of this sheet. The user is responsible for the results of the use of this information. The user shall indemnify, defend, and hold the United States Government harmless from and against all claims, damages, losses, and expenses, including reasonable attorneys' fees, that may be asserted against or incurred by the United States Government as a result of the use of this information, whether or not such claims, damages, losses, and expenses are caused in whole or in part by the negligence of the United States Government.

U.S. ARMY CORPS OF ENGINEERS  
NEW ORLEANS DISTRICT

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

**MISSISSIPPI RIVER - B.R. TO GULF  
 SOUTHWEST PASS - SHEET 8  
 SW\_08\_SWP\_20230509\_CS  
 09 May 2023**

**Sheet Reference Number  
 8 of 13**

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