



<b>LEGEND</b>		3 Fluff Thickness (feet)*	
—	Federal Navigation Channel	○	Cable Area
—	Federal Navigation Center Line	■	Placement Area
—	As-built Pipeline/Cable	□	Anchor Area
.....	Unconfirmed Pipeline/Cable	☒	Obstruction Point
—	Project Depth Contour	★	Beacon, General
		◆	Red Navigation Buoy
		◆	Green Navigation Buoy
		—	Wrecks-Submerged
		—	
		-10' and above	
		-10' to -20'	
		-20' to -30'	
		-30' to -40'	
		-40' to -45'	
		-45' to -50'	
		-50' to -55'	
		-55' and below	

**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 in feet and indicate depths below Mean Lower Low Water (MLLW, 12-16).  
 Datum Relationships for gage 01625 as of February 2021: 0.0' NAVD88, 2009.55 ± 0.40' MLLW = 3.90' MLLG  
 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.  
 2024 Aerial Photography data source: Optimal GEO (1998 DOQQ in green)  
 Reference is N.O.A.A. Navigation Chart No. 11361.  
 \*\* Shoal sounding per quarter per reach.

Gage Reading: -0.5 MLLW @ LIGHT 14 (01625) @ 1015  
 Sea Conditions: CALM  
 Vessel Name: TOBIN  
 Survey Type: CONDITION, SB  
 Sounding Frequency\*\*\*: LOW

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

**MISSISSIPPI RIVER - B.R. TO GULF**  
**SOUTHWEST PASS - SHEET 10**  
**SW\_10\_SWPX\_20260121\_CS**  
**21 January 2026**

**Sheet Reference Number**  
**10 of 13**

Revision Number:  
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**US Army Corps of Engineers**  
**District: CEMVN**

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**Data Constraints:** Hydrographic survey data is subject to change due to several factors including but not limited to dredging activity and new shoaling and scouring processes. The U.S. Army Corps of Engineers is not responsible for the use of this data in hydrographic guidance which develops after the date of this data is published. This data is not to be relied upon for engineering and surveying applications. The data is provided for internal use. Present markers should not be relied upon.