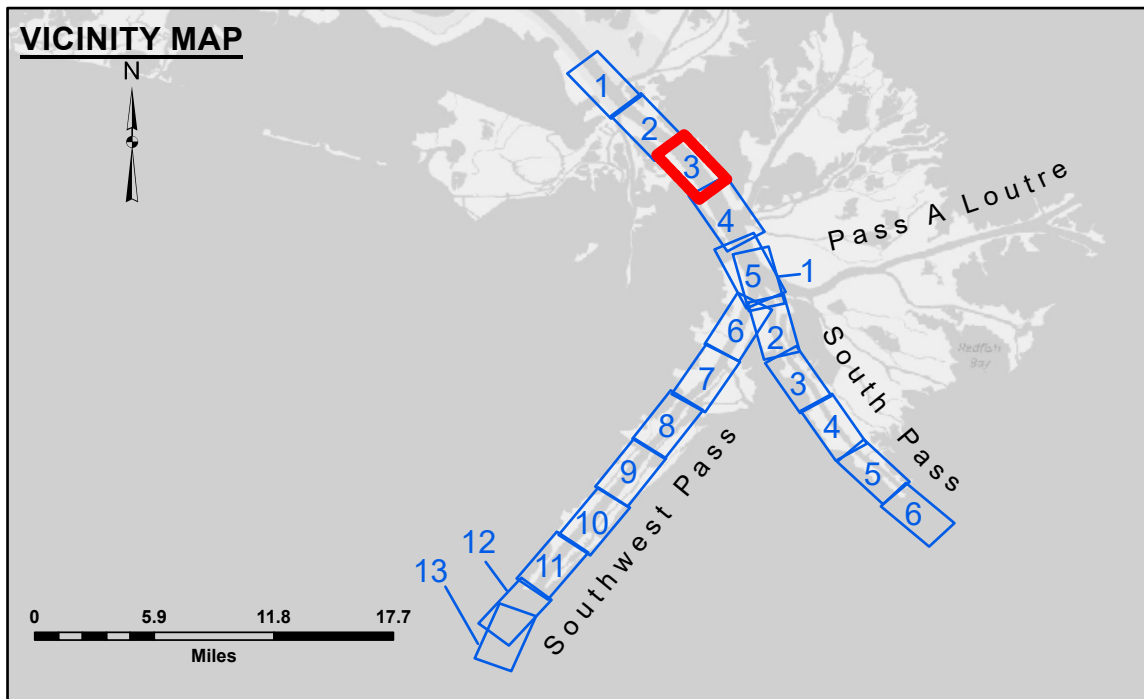
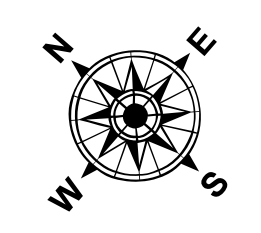


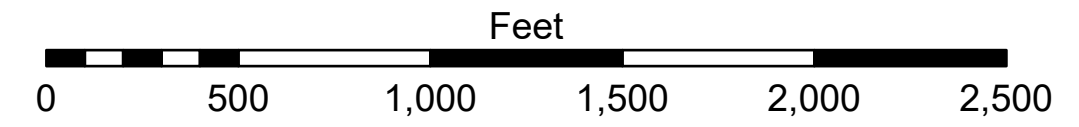
PILOT TOWN ANCHORAGE
 An area approximately 5.2 miles in length along the right descending bank or west side of the river. The east limit of the anchorage area at the upstream end starts at a point approximately 1,600 feet from the east bank at Mile 6.7 above Head of Passes and extends downstream generally parallel to and 1,600 feet from the east bank line to a point directly west of the Old Quarantine Station Light at Mile 3.7.



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



Gage Reading: 0.7 MLLW @ VENICE (01480) @ 0850
 Sea Conditions: CALM
 Vessel Name: TOBIN & 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 01480 as of March 2020: 0.0' NAVD83, 2009.55 = -0.53' MLLW = 2.97' 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.
 2024 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 data represented on this map were collected by the U.S. Army Corps of Engineers and are intended for general informational purposes only. The user is responsible for the results of any application of the data for other than its intended purpose. The U.S. Army Corps of Engineers does not warrant the accuracy, completeness, or reliability of the data. The U.S. Army Corps of Engineers is not responsible for any damage or injury resulting from the use of the data. The U.S. Army Corps of Engineers is not responsible for any damage or injury resulting from the use of the data.

DISCLAIMER: The United States Government furnishes these data and the recipient incorporates and uses them with the express understanding that the recipient is to use them only for the purposes expressed, or implied, concerning the accuracy, completeness, reliability, or availability of the data. The United States Government makes no warranty, express or implied, for the use of the data for any purpose other than that for which they were prepared. The recipient may not transfer these data to others without also transferring the disclaimer. The information depicted on this map represents the results of a survey conducted for the purpose of determining the general condition existing at that time.

U.S. ARMY CORPS OF ENGINEERS	
Submitted:	Surveyed By: JJC, JTB, DBD & RCC
Recommended:	Plotted By: RSL
Approved:	Checked By: MSK

**MISSISSIPPI RIVER - B. R. TO GULF
 SOUTHWEST PASS - SHEET 3
 SW_03_SWPX_20240812_CS
 12 August 2024**

**Sheet
 Reference
 Number
 3 of 13**

Revision Number: 5.23.12.3-3.23.12.3