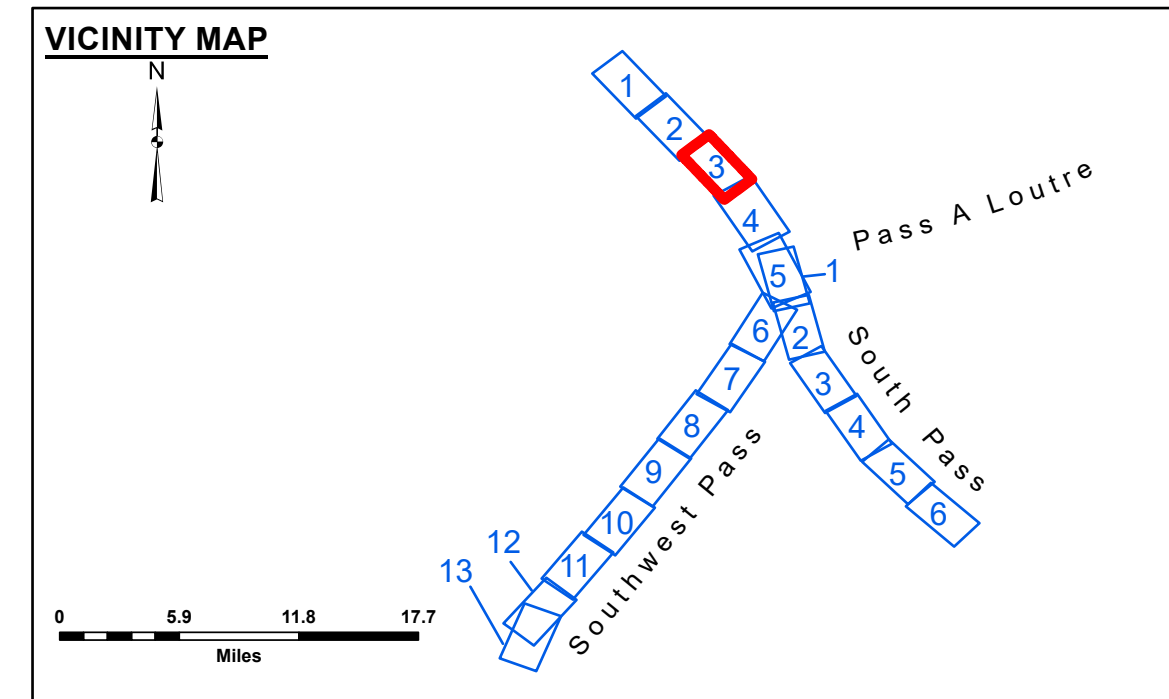
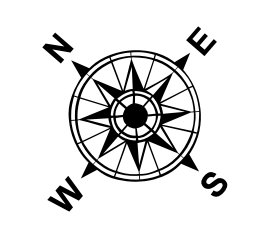


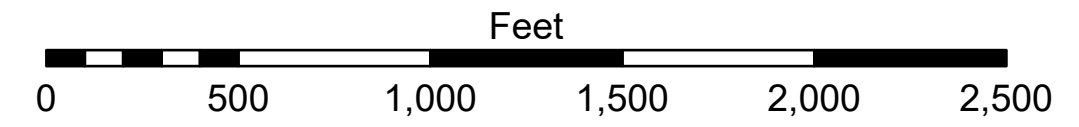
PILOT TOWN ANCHORAGE
 An area approximately 5.2 miles in length along the right descending bank or west side of the river. The east limit of the anchorage area at the upstream end starts at a point approximately 1,600 feet from the east bank at Mile 6.7 above Head of Passes and extends downstream generally 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	
--- Federal Navigation Channel	● Cable Area
— Federal Navigation Center Line	■ Placement Area
— As-built Pipeline/Cable	□ Anchorage Area
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point
— Project Depth Contour	⚓ Wrecks-Submerged
3 Fluff Thickness (feet)*	■ Borrow Area
● Shoalest Sounding**	★ Beacon, General
★ Beacon, General	◆ Red Navigation Buoy
◆ Red Navigation Buoy	◆ Green Navigation Buoy



Gage Reading: -0.4 MLLW @ VENICE (01480) @ 0815
 Sea Conditions: CALM
 Vessel Name: TOBIN
 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.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 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 U.S. Army Corps of Engineers does not warrant the accuracy of the data for any other use. 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 of the data for any other use.

DISCLAIMER: The United States Government furnishes these data and the recipient is to use them with the express understanding that the data 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 U.S. Army Corps of Engineers does not warrant the accuracy of the data for any other use.

Submitted:	Surveyed By:
Recommended:	JUC & RCC
Approved:	Plotted By:
Other: Waterways Maintenance Section	TSS
	Checked By:
	MSK

**MISSISSIPPI RIVER - B. R. TO GULF
 SOUTHWEST PASS - SHEET 3
 SW_03_SWPX_20241202_CS_B2B
 02 December 2024**

**Sheet
 Reference
 Number
 3 of 13**

Revision Number:
 5.23.12.3-3.12.3