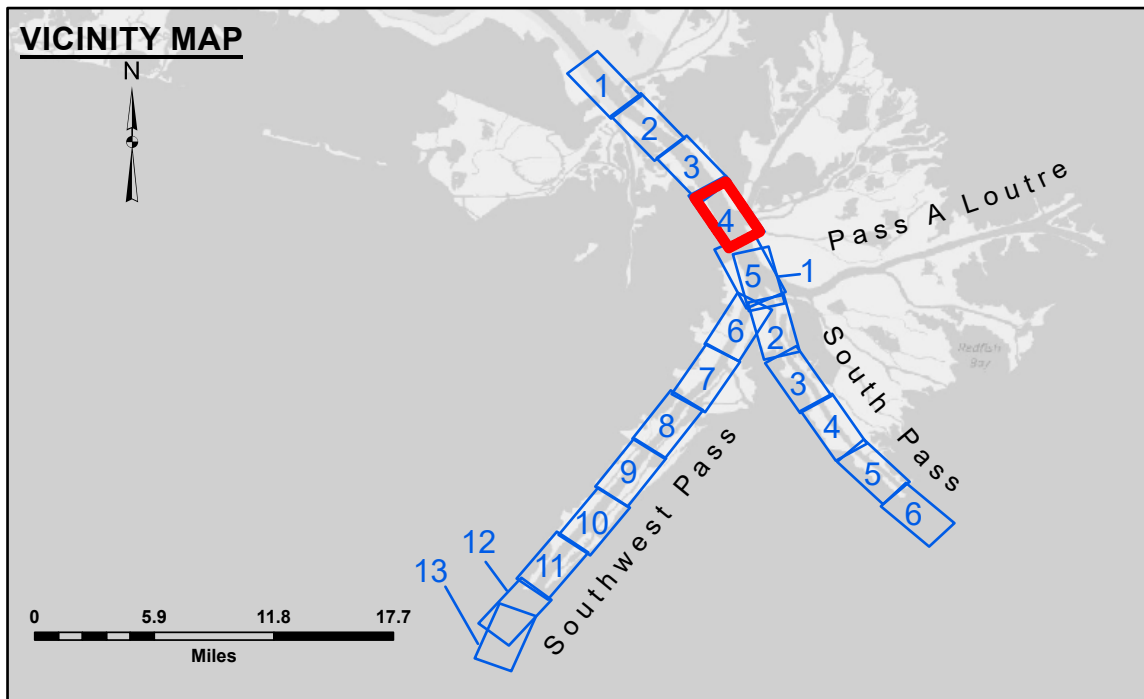
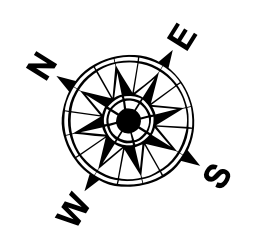


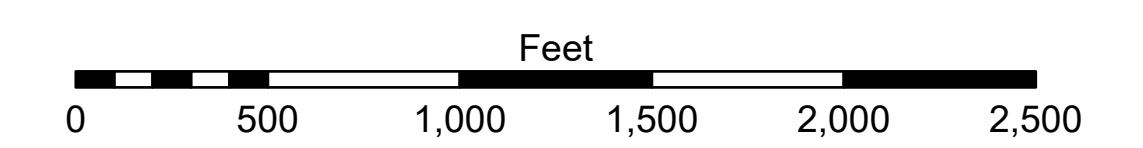
**PILOT TOWN ANCHORAGE**  
 An area approximately 5.2 miles in length along the right descending bank or west side of the river. The east limit of the anchorage area at the upstream end starts at a point approximately 1,600 feet from the east bank at Mile 6.7 above Head of Passes and extends downstream generally parallel to and 1,600 feet from the east bank line to a point directly opposite Old Quarantine Station Light at Mile 3.7 above Head of Passes, thence to a point 1,600 feet directly opposite Cubits Gap Light at Mile 2.8 above Head of Passes, thence to a point 1,600 feet directly opposite Pilot town Wingdam Light at Mile 1.5 above Head of Passes, which is the downstream limit of the anchorage area.



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
★ Red Navigation Buoy	◆ Green Navigation Buoy
■ -10' and above	■ -10' to -20'
■ -20' to -30'	■ -30' to -40'
■ -40' to -45'	■ -45' to -50'
■ -50' to -55'	■ -55' and below



Gage Reading: 1.4 MLLW @ P.T. (01525) @ 1040  
 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 01525 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, completeness, or reliability of the data for any other use. The U.S. Army Corps of Engineers is not responsible for any errors or omissions in the data or for any consequences arising from the use of the data. The U.S. Army Corps of Engineers is not responsible for any damages, including consequential damages, arising from the use of the data. The U.S. Army Corps of Engineers is not responsible for any claims, damages, or liabilities arising from the use of the data. The U.S. Army Corps of Engineers is not responsible for any claims, damages, or liabilities arising from the use of the data.

**DISCLAIMER:** The United States Government furnishes these data and the recipient (user) uses them with the express understanding that the recipient (user) is responsible for the accuracy, completeness, or reliability of the data for any other use. The U.S. Government does not warrant the accuracy, completeness, or reliability of the data for any other use. The U.S. Government is not responsible for any errors or omissions in the data or for any consequences arising from the use of the data. The U.S. Government is not responsible for any damages, including consequential damages, arising from the use of the data. The U.S. Government is not responsible for any claims, damages, or liabilities arising from the use of the data.

U.S. ARMY CORPS OF ENGINEERS	
Submitted:	Surveyed By: LB & MGF
Recommended:	Plotted By: TSS
Approved:	Checked By: MSK

**MISSISSIPPI RIVER - B.R. TO GULF SOUTHWEST PASS - SHEET 4**  
**SW\_04\_SWPX\_20240705\_CS**  
 05 July 2024

**Sheet Reference Number**  
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Revision Number: 5.23.12.3-3.12.3