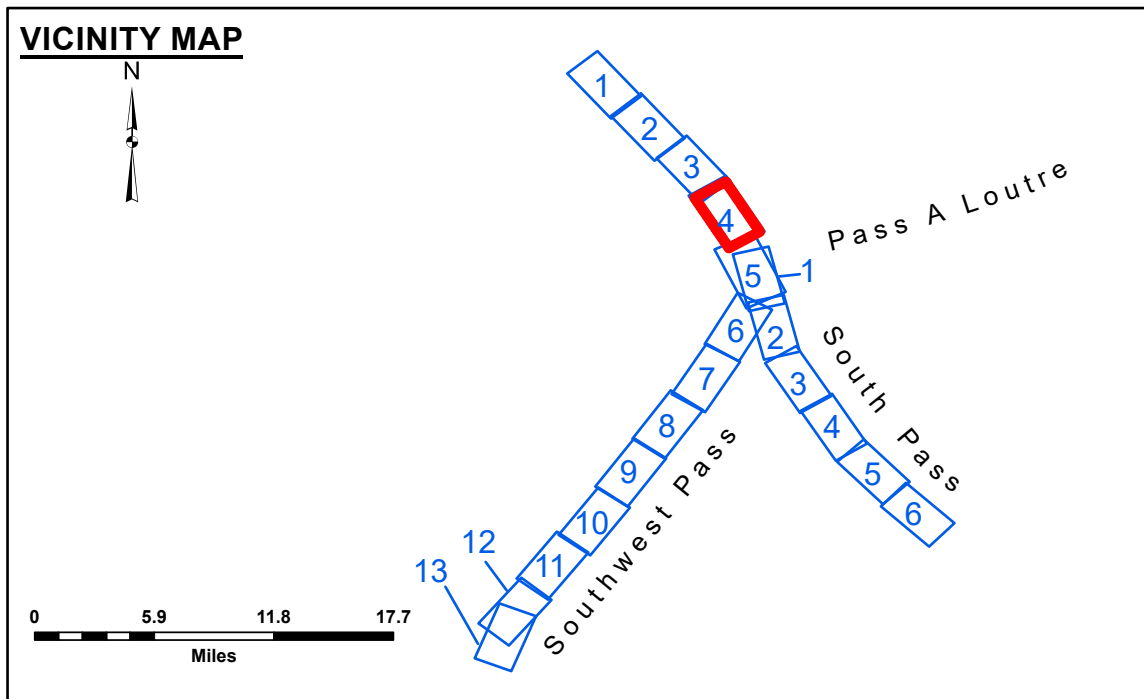


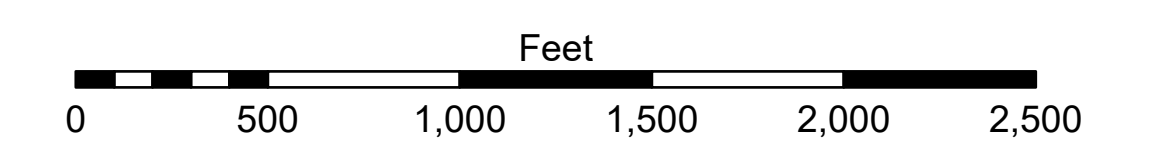
**PILOT TOWN ANCHORAGE**  
 An area approximately 5.2 miles in length along the right descending bank or west side of the river. The east limit of the anchorage area at the upstream end starts at a point approximately 1,600 feet from the east bank at Mile 6.7 above Head of Passes and extends downstream 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)*	★ Beacon, General
□ Borrow Area	◆ Red Navigation Buoy
● Shoalest Sounding**	◆ 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: -0.4 MLLW @ P.T. (01525) @ 1010  
 Sea Conditions: SLIGHT CHOP  
 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 is the result of a collection of data from various sources. The Corps of Engineers is not responsible for the accuracy, completeness, or timeliness of the data. The user is responsible for the results of the application of the data for other than its intended purpose. The Corps of Engineers is not responsible for any damage or injury resulting from the use of this data. The Corps of Engineers is not responsible for any damage or injury resulting from the use of this data.

**DISCLAIMER:** The United States Government furnishes this data and the recipient accepts and uses them with the express understanding that the Government makes no warranty, expressed or implied, concerning the accuracy, completeness, or timeliness of the data furnished. The United States Government is not liable for any damage or injury resulting from the use of this data. The recipient fully agrees not to represent these data to anyone as data of the Government or to use them in any way that would reflect on the Government. The information on this map represents the results of a survey conducted on the date shown. The information is not to be used for any purpose other than that for which it was intended.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT	
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\_20241206\_CS  
 06 December 2024**

**Sheet Reference Number  
 4 of 13**

Revision Number: 5.23.12.3-3.23.12.3