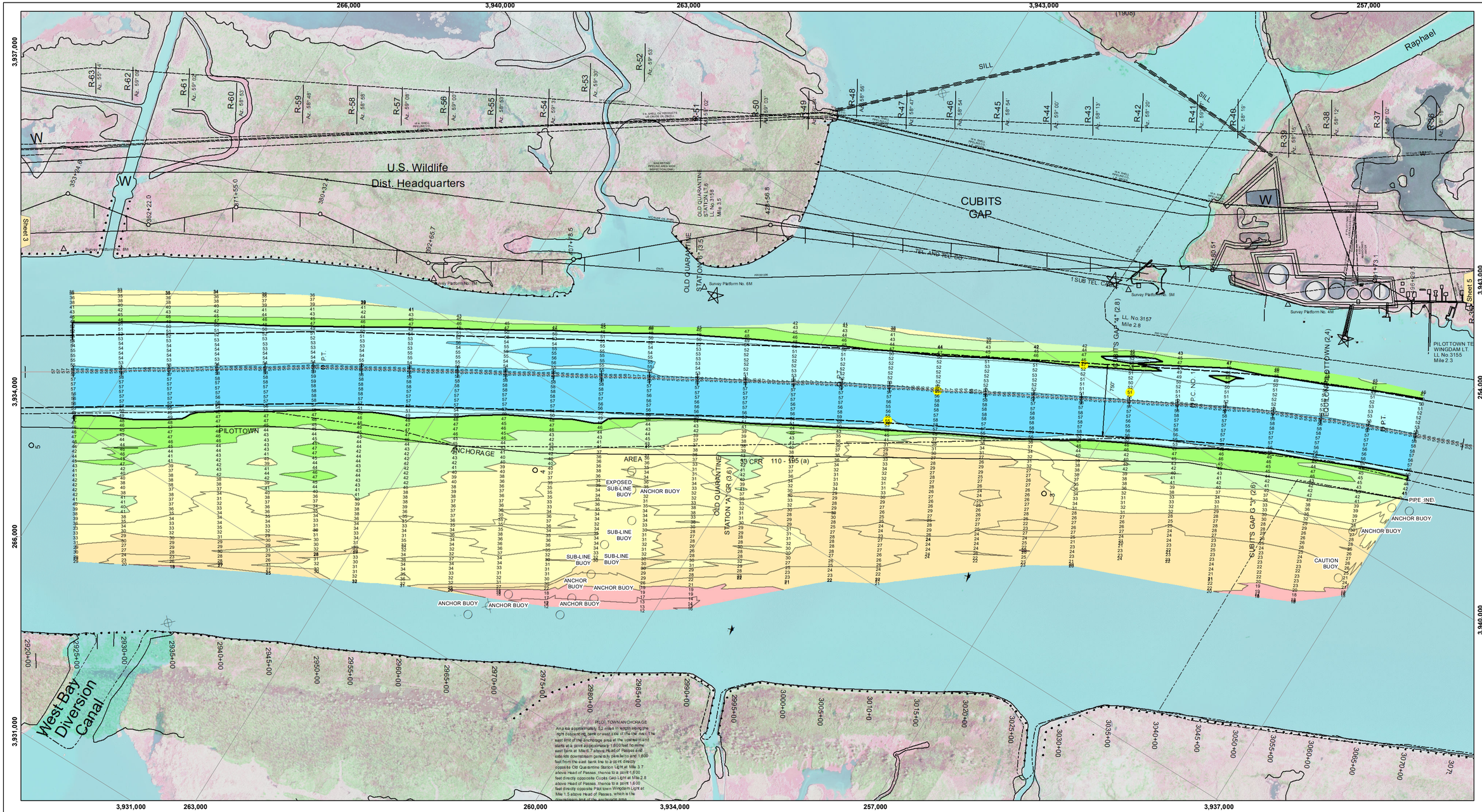
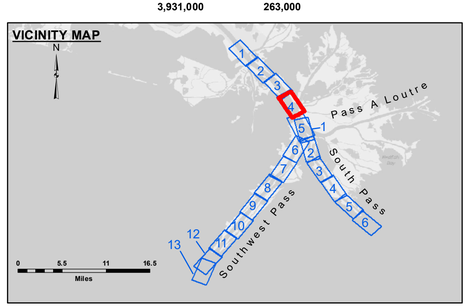



PILOTTOWN/ANCHORAGE

Area is approximately 5.2 miles in length along the right (supporting) bank on west side of the old river. The east limit of the anchorage area at the upstream end starts at a point approximately 1,600 feet to mine east from 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
- Federal Navigation Center Line
- As-built Pipeline/Cable
- Unconfirmed Pipeline/Cable
- Project Depth Contour
- Cable Area
- Placement Area
- Anchorage Area
- Obstruction Point
- Wrecks-Submerged
- 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 -48.5'
- -48.5' to -55'
- -55' and below

| | |
|---|---|
| Gage Reading: | 0.10 MLLW @ PILOT TOWN @ 1110 |
| Sea Conditions: | CALM |
| Vessel Name: | JOHN BOPP |
| Survey Type: | CONDITION, SB |
| Sounding Frequency***: | LOW |

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

**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, 07-11).
Datum Relationships for gage 01525 as of July 2015:
0.0' NAVD88 = -0.3' MLLW = 3.20' 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.

2016 Aerial Photography data source: Precision Aerial Reconnaissance, LLC (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.

US Army Corps of Engineers
District: CEMVN

Distribution Liability: The data represents the results of data collection and analysis at the time of the hydrographic survey activity and indicates the general existing conditions. As such, it is only valid for its intended use, content, time and accuracy of the data. Distribution of the data is not the responsibility of Army of the application of the data for other than its intended purpose.

Data Constraints: Hydrographic survey data is subject to change over time due to natural shoaling and scouring processes, storm activity and natural shoaling and scouring processes. The U.S. Army Corps of Engineers assumes no responsibility for changes in the hydrographic conditions which develop after the date of publication. This data is intended for U.S. Army Corps of Engineers' internal use. Present revenue based on this survey report.

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The information depicted on this map represents the results of a survey conducted on the date indicated and can only be considered as represent the general condition existing at that time.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

| | |
|---|---|
| Surveyed By: | JH & RCC |
| Plotted By: | TSS |
| Checked By: | MSK |
| Submitted: | |
| Recommended: | Chief, Survey Section |
| Approved: | Chief, Waterways Maintenance Section |

**MISSISSIPPI RIVER - B.R. TO GULF**
**SOUTHWEST PASS - SHEET 4**
**SW_04_SWP_20201104_CS**
**04 November 2020**

**Sheet Reference Number**
4 **of** 13

Revison Number:
4.1-20191105