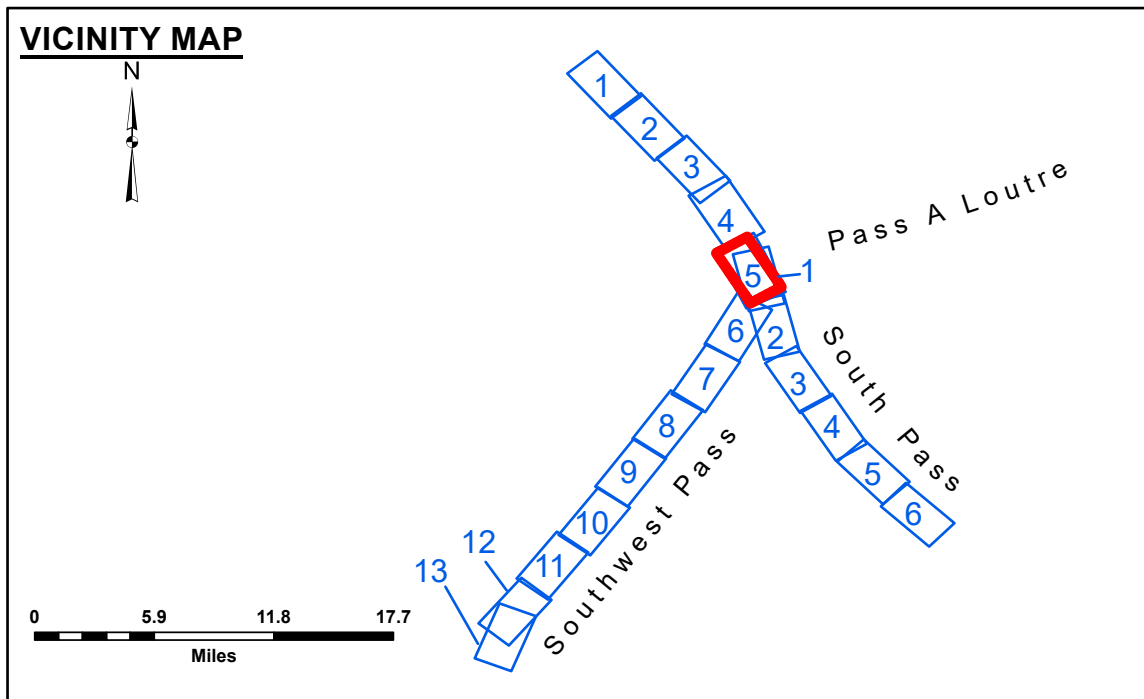
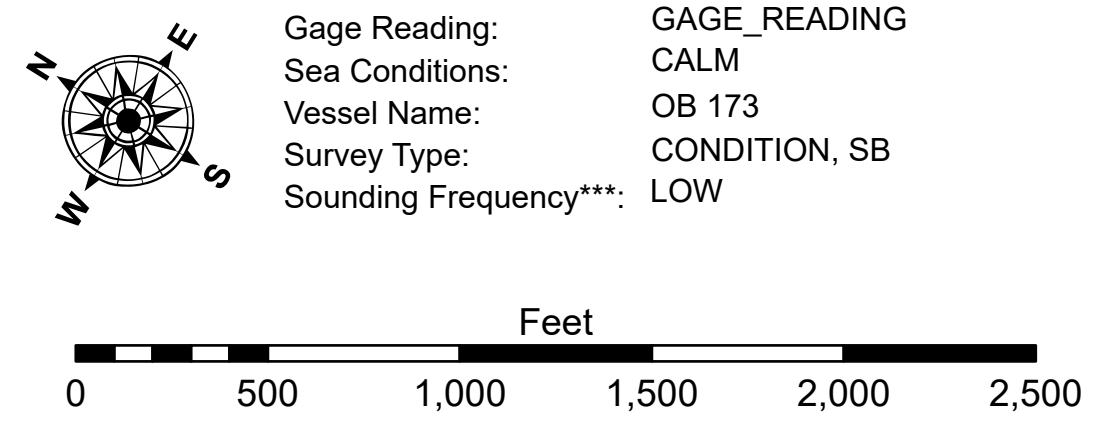


PILOT TOWN ANCHORAGE
 An area approximately 5.2 miles in length along the right descending bank or west side of the river. The east limit of the anchorage area at the upstream end starts at a point approximately 1,600 feet from the east bank at Mile 6.7 above Head of Passes and extends downstream generally 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 Cubit's 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 -55'	
■ -55' and below	



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 based 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 United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not intended for any purpose other than that for which they were prepared, and the user is responsible for the results of any application of the data for other than the intended purpose. The United States Government makes no warranty, expressed or implied, concerning the accuracy, completeness, or reliability of the data furnished. The United States Government is not liable for any damage or loss, including consequential damage, resulting from the use of the data. The recipient agrees not to represent these data to anyone as other than Government provided data. The recipient may not transfer these data to others without obtaining the permission of the United States Government. The information depicted on this map represents the results of a survey conducted in accordance with the standards and procedures of the United States Army Corps of Engineers. The information is intended for use by the Army Corps of Engineers and is not intended for use by any other agency.

Submitted:	Surveyed By:
Recommended:	JTB & DED
Approved:	Chief, Survey Section
Checked By:	Plotted By:
MSK	RSL
Other: Waterways Maintenance Section	

**MISSISSIPPI RIVER - B. R. TO GULF
 SOUTHWEST PASS - SHEET 5
 SW_05_SWPX_20240930_CS
 30 September 2024**

**Sheet Reference Number
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Revision Number: 5.23.12.3-3.23.12.3