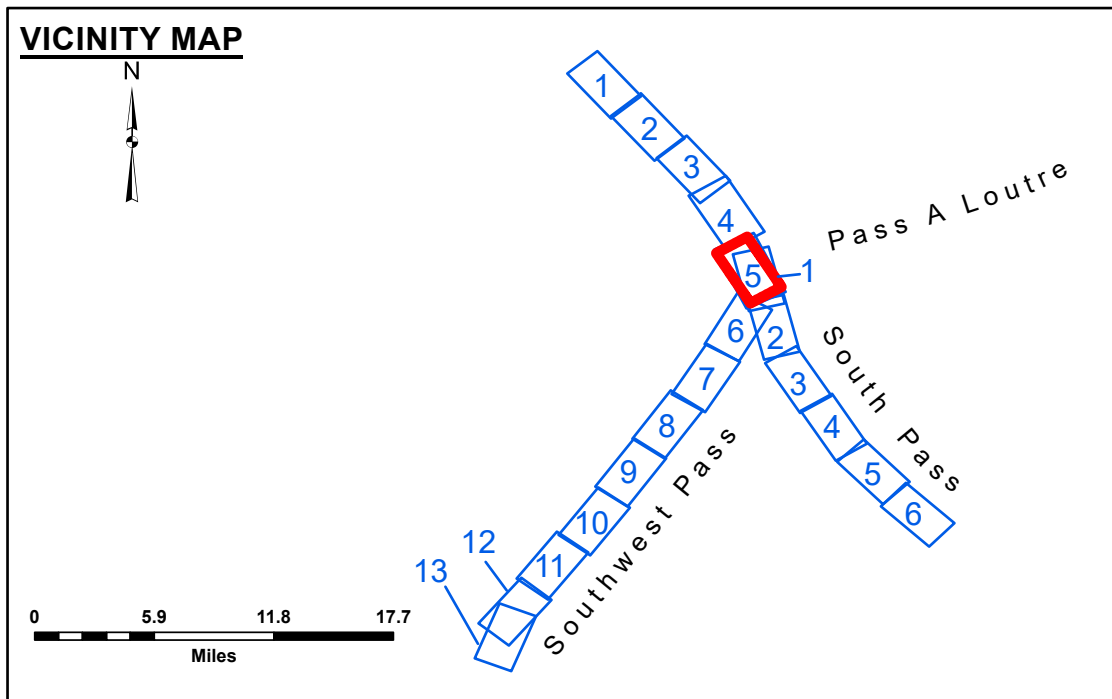
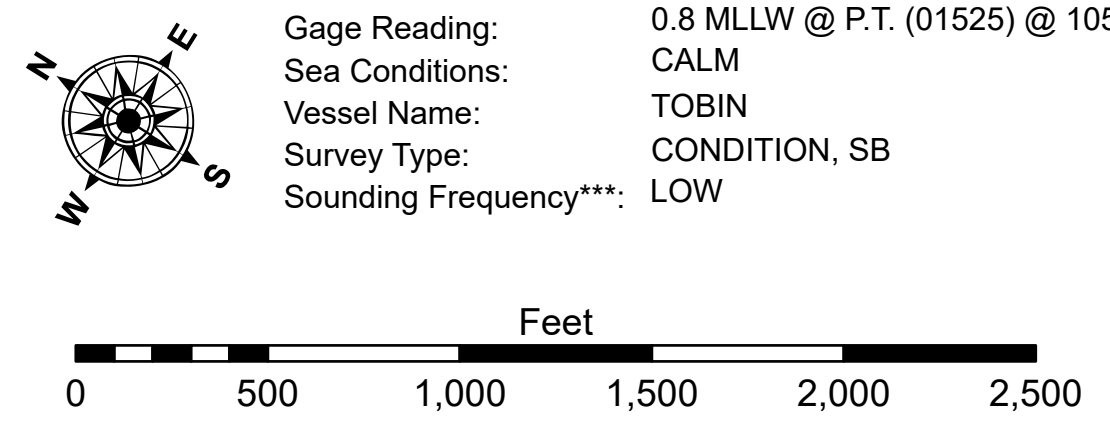


PILOT TOWN ANCHORAGE
 An area approximately 5.2 miles in length along the right descending bank or west side of the river. The east limit of the anchorage area at the upstream end starts at a point approximately 1,600 feet from the east bank at Mile 6.7 above Head of Passes and extends downstream generally 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 -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 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. 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 United States Government makes no warranty, expressed or implied concerning the accuracy, completeness, reliability, or the use of the data furnished. The United States Government assumes no liability whatsoever to any person by reason of any use of the data furnished hereunder, and the recipient agrees to indemnify the United States Government from and against all claims, damages, losses, and expenses, including reasonable attorneys' fees, that may be incurred by the United States Government as a result of any use of the data furnished hereunder, whether or not such claims, damages, losses, and expenses are caused in whole or in part by the negligence of the United States Government. The information depicted on this map represents the results of a survey conducted on or about the date of publication. This data is intended for U.S. Army Corps of Engineers use only. Projected results should not be used for any other purpose.

Submitted:	Surveyed By:	JUC & RCC
Recommended:	Plotted By:	RSL
Approved:	Checked By:	MSK

U.S. ARMY CORPS OF ENGINEERS
 NEW ORLEANS DISTRICT

**MISSISSIPPI RIVER - B.R. TO GULF
 SOUTHWEST PASS - SHEET 5
 SW_05_SWPX_20241007_CS_B2B
 07 October 2024**

**Sheet
 Reference
 Number
 5 of 13**

Revision Number:
 5.23.12.3.23.12.3