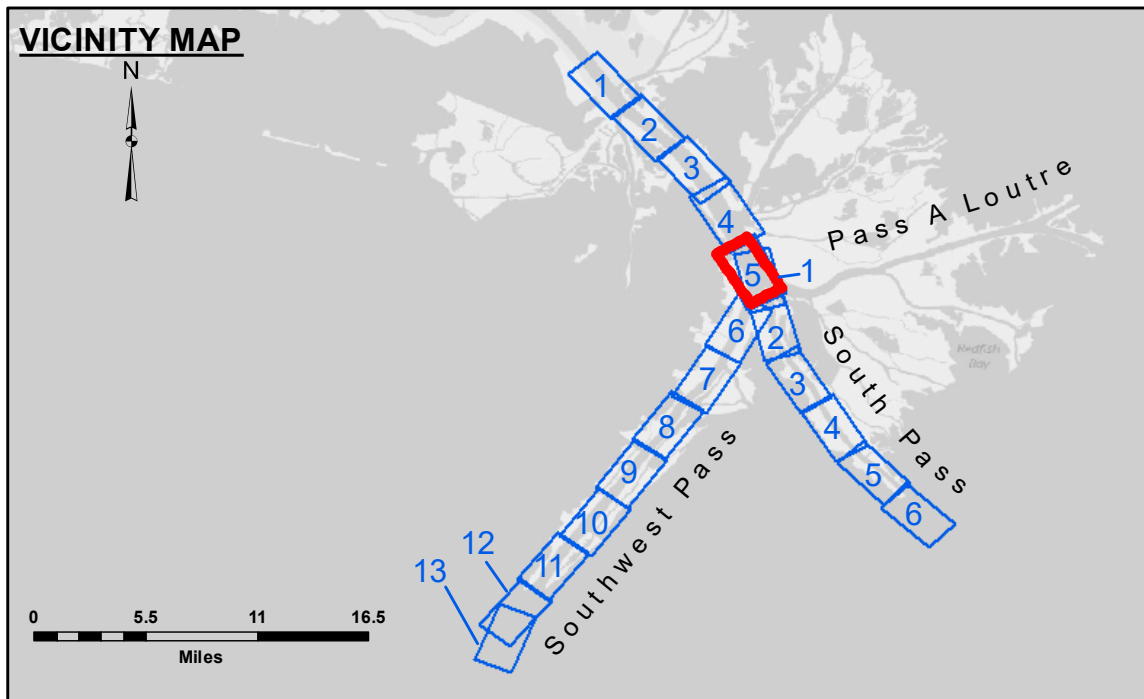


**HOPPER DREDGE NEWPORT  
DREDGING RGS 25 - 9  
FULL CHANNEL WIDTH**

**PILOT TOWN ANCHORAGE**  
An area approximately 2.2 miles in length along the right descending bank or west side of the river. The east limit of the anchorage area at the upper end of the area is a point approximately 1,800 feet from the east bank at Mile 6.7 above Head of Passes and extends downstream generally by a point directly opposite Old Central Station Light at Mile 3.7 above Head of Passes, thence to a point 1,600 feet from the east bank line to a point directly opposite Old Central Station Light at Mile 2.3 above Head of Passes, thence to a point 1,600 feet directly opposite Pilot Town Windmill Light at Mile 1.5 above Head of Passes, which is the downstream limit of the anchorage area.



LEGEND			
--- Federal Navigation Channel	○ Cable Area	□ Borrow Area	■ -10' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	■ -10' to -20'
— As-built Pipeline/Cable	□ Anchorage Area	★ Beacon, General	■ -20' to -30'
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy	■ -30' to -40'
— Project Depth Contour	⚓ Wrecks-Submerged	◆ Green Navigation Buoy	■ -40' to -45'
			■ -45' to -48.5'
			■ -48.5' to -55'
			■ -55' and below

**Gage Reading:** 2.7 MLLW @ PILOT TOWN @ 1410

**Sea Conditions:** CALM

**Vessel Name:** JOHN BOPP

**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, 07-11). Datum Relationships for gage 01525 as of July 2015: 0.0' NAVD83 = -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.



**DISCLAIMER:** The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not warranted for any purpose other than that for which they were prepared. The user is responsible for the results of any use of the data for any purpose other than that for which they were prepared. The user is responsible for the results of any use of the data for any purpose other than that for which they were prepared. The user is responsible for the results of any use of the data for any purpose other than that for which they were prepared.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT	
Submitted:	Surveyed By: JH & RCC
Recommended:	Plotted By: TSS
Checked:	Checked By: MSK
Approved:	Chief, Waterways Maintenance Section

**MISSISSIPPI RIVER - B.R. TO GULF  
SOUTHWEST PASS - SHEET 5  
SW\_05\_SWP\_20200413\_CS**

13 April 2020

**Sheet Reference Number**  
5 of 13

Revision Number:  
4.0-20190102