

UNITED STATES COAST PILOT CORRECTIONS

**COAST PILOT 2 41 Ed 2012 Change No. 1
LAST NM 50/11**

Chapter 2—Paragraph 1327; read:

(a) The draw of the Padanaram Bridge, mile 1.0, shall open on signal from 1 May through 31 October, between 6 a.m. and 9 p.m., daily, as follows:

(FR 10/17/11) 5/12

Chapter 2—Paragraph 1328; read:

(1) The bridge shall open on signal, twice an hour, on the hour and half hour between 6 a.m. and 9 a.m. and between 8 p.m. and 9 p.m.

(FR 10/17/11) 5/12

Chapter 2—Paragraph 1426; read:

(e) The draw of the Amtrak Dock Bridge, mile 5.0, at Harrison, shall open on signal after at least a twenty-four hour advance notice is given by calling the number posted at the bridge; except that, from 7:20 a.m. to 9:20 a.m. and from 4:30 p.m. to 6:50 p.m., Monday through Friday, except Federal holidays, the draw need not be opened for the passage of vessel traffic. At all other times, a bridge opening may be delayed no more than ten minutes for the passage of rail traffic, unless the draw tender and the vessel operator agree to a longer delay.

(FR 10/21/11) 5/12

COAST PILOT 2 41 Ed 2012 Change No. 2

Chapter 5—Paragraph 61; read:

The entrance to **Great Harbor** from Vineyard Sound, between Great Ledge and Nonamesset Shoal, has depths of over 20 feet. A lighted bell buoy marks the entrance to the harbor from Vineyard Sound and a directional light with a 343.25°-344.75° white sector and lighted and unlighted buoys mark the channel. Mariners should guard against the current from Buzzards Bay, which has a tendency to set vessels eastward.

(LNM 44/11 CG1) 5/12

Chapter 6—Paragraph 273; read:

Quonset Point, on the north side of Wickford Harbor, is marked by elevated tanks. Near the eastern end of the point are the conspicuous buildings of the Quonset Point Industrial Park. The piers at Quonset Point, and at **Davisville**, about 1.5 miles northward, are usually approached from East Passage until north of Conanicut Island, thence through a buoyed dredged channel to a turning basin off the point from which a channel leads to the piers at Davisville. A depth of about 33 feet can be carried in the channel to the turning basin. With the exception of 27- and 30-foot spots, depths of 32 to 35 feet are available throughout the basin; depths of 30 feet are reported alongside the pier. An obstruction, covered 26 feet, is at 41°35'09.7"N., 71°24'34.0"W. In 1965, the controlling depth in the channel to Davisville was 31 feet, thence 27 feet in the turning basin

or 28 feet for a middle width of 800 feet through the basin to the piers; depths of 29 feet were available on the southwest side of Pier 1 and in the slip between Piers 1 and 2.

(L-1508-2011; DD 21207) 5/12

Chapter 12—Paragraph 158; read:

Rip Van Winkle Bridge State Route 23 crosses the Hudson River at Mile 98.7. The fixed span over the channel has a clearance of 142 feet. A RACON is at the center of the main channel span. High-voltage power cables with a clearance of 145 feet cross the river about 2.4 miles above the bridge. Red lights are atop the suspension towers on both sides of the river.

(LNM 36/11 CG1) 5/12