

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 2      41 Ed 2012      Change No. 10  
LAST NM 31/12

Chapter 2—Paragraph 653; read:

<sup>(653)</sup> (ii) [Reserved]  
(FR 7/25/12)      33/12

Chapter 2—Paragraph 770; insert after:

**§110.149 Narragansett Bay, RI.**

<sup>(770.01)</sup>(a) Brenton Point anchorage ground. An area bounded by the following coordinates:

- <sup>(770.02)</sup> 41°22'37.1"N, 71°14'40.3"W; thence to
- <sup>(770.03)</sup> 41°20'42.8"N, 71°14'40.3"W; thence to
- <sup>(770.04)</sup> 41°18'24.1"N, 71°20'32.5"W; thence to
- <sup>(770.05)</sup> 41°20'22.6"N, 71°20'32.5"W; thence back to

point of origin.

<sup>(770.06)</sup>(b) The following regulations apply in the Brenton Point anchorage ground:

<sup>(770.07)</sup>(1) Prior to anchoring within the anchorage area, all vessels shall notify the Coast Guard Captain of the Port via VHF-FM Channel 16.

<sup>(770.08)</sup>(2) Except as otherwise provided, no vessel may occupy this anchorage ground for a period of time in excess of 96 hours without prior approval of the Captain of the Port.

<sup>(770.09)</sup>(3) If a request is made for the longterm lay up of a vessel, the Captain of the Port may establish special conditions with which the vessel must comply in order for such a request to be approved.

<sup>(770.10)</sup>(4) No vessel in such condition that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels shall occupy an anchorage except in cases where unforeseen circumstances create conditions of imminent peril to personnel and then only for such period as may be authorized by the Captain of the Port.

<sup>(770.11)</sup>(5) Anchors shall be placed well within the anchorage areas so that no portion of the hull or rigging will at any time extend outside of the anchorage area.

<sup>(770.12)</sup>(6) The Coast Guard Captain of the Port may close the anchorage area and direct vessels to depart the anchorage during periods of adverse weather or at other times as deemed necessary in the interest of port safety and security.

<sup>(770.13)</sup>(7) Any vessel anchored in these grounds must be capable of getting underway if ordered by the Captain of the Port and must be able to do so within two hours of notification by the Captain of the Port. If a vessel will not be able to get underway within two hours of notification, permission must be requested from the Captain of the Port to remain in the anchorage. No vessel shall anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without prior approval of the Captain of the Port.

<sup>(770.14)</sup>(8) Brenton Point anchorage ground is a gen-

eral anchorage area reserved primarily for commercial vessels waiting to enter Narragansett Bay.

<sup>(770.15)</sup>(9) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

<sup>(770.16)</sup>(10) All coordinates referenced use datum: NAD 83.  
(FR 7/25/12)      33/12

Chapter 2—Paragraphs 3382 to 3393; read:

<sup>(3382)</sup>(4) The regulations in this section shall be enforced by the Commander, U.S. Naval Submarine Base New London, Connecticut, and such agencies as he/she may designate.  
(FR 7/20/12)      33/12

Chapter 3—Paragraph 175; read:

<sup>(175)</sup> The largest current velocities likely to occur during storms at a number of locations offshore and in the sounds are given as follows: 1.5 miles east of Broken Part of Pollock Rip, 2.5 knots; Stone Horse Shoal, 4 knots; 1 mile east of Great Round Shoal Channel Lighted Buoy 2, Nantucket Entrance, 2.5 knots; 13 miles southeast of Asia Rip, 2.5 knots; Cross Rip Shoal, 2.5 knots; Hedge Fence Lighted Gong Buoy 22, Nantucket Sound, 2.5 knots; 1.5 miles southeast of Buzzards Bay Entrance Light, 2 knots; Brenton Reef, 1.5 knots; 0.5 mile south of Bartlett Reef, Long Island Sound, 2.5 knots; 3 miles southward of Cornfield Point, 4 knots; 6.25 miles northwest of Cholera Bank, 1.5 knots.

(LNM 25/12 CG1)      33/12

Chapter 4—Paragraph 211; read:

<sup>(211)</sup> A Federal project provides for a channel 15 feet deep from Nantucket Sound to deep water in Nantucket Harbor off Brant Point. (See Notice to Mariners and latest editions of charts for controlling depths.)

(L 911-2012; DD 21874; LNM 23/12 CG1)      33/12

Chapter 5—Paragraph 72; read:

<sup>(72)</sup> Depths at the principal piers vary from 11 to 30 feet. A breakwater extends about 90 yards southwestward from the south end of the National Marine Fisheries Service wharf. Foul ground extends about 50 yards northwestward of the outer end of the breakwater.

(LNM 44/11 CG1)      33/12

Chapter 11—Paragraph 342; read:

<sup>(342)</sup> **Elizabeth River** enters Arthur Kill from westward at Elizabethport. The overhead power cable just above the entrance has a reported clearance of 23 feet. South Front Street Bridge, just above the mouth of the river, has a bascule span with a clearance of 3 feet; South First Street Bridge, 0.5 mile above the mouth has a bascule span

with a clearance of 5 feet; and Elizabethport railroad bridge, 0.8 mile above the mouth, has a bascule span with a clearance of 14 feet. (See **117.1 through 117.59 and 117.718**, chapter 2, for drawbridge regulations.) The bridges above the railroad bridge have a least clearance of 3 feet.

(FR 6/21/12)

33/12