

NAVIGATION PUBLICATIONS

COAST PILOT CORRECTIONS

COAST PILOT 2 41 Ed 2012 Change No. 4
LAST NM 11/12

Chapter 2—Paragraph 664; read:

(4) Anchorage D. West of Goat Island, an area bounded by the following coordinates:

Northeast Corner: 41°29.484'N, 071°19.975'W

Northwest Corner: 41°29.484'N, 071°20.578'W

Southwest Corner: 41°29.005'N, 071°20.578'W

Southeast Corner: 41°29.005'N, 071°19.975'W

(FR 2/7/12) 23/12

Chapter 2—Paragraph 666; insert after:

(iii) Should any part of an anchored vessel extend into the recommended vessel route in the East Passage of Narragansett Bay, a securite call notifying mariners of the vessel's exact position and status shall be made at least hourly on VHF channels 13 and 16.

(iv) As much as practicable vessels anchoring will do so in the following order:

(A) Primary anchoring point: 41°29.25'N, 071°20.15'W

(B) Secondary anchoring point: 41°29.38'N,
071°20.45'W

(C) Tertiary anchoring point: 41°29.15'N, 071°20.50'W

Note to paragraph (a): "Anchoring point" is the intended position of the anchor at rest on the bottom of the anchorage. All coordinates referenced use datum: NAD 83.

(FR 2/7/12) 23/12

Chapter 2—Paragraph 687; read:

(2) Anchors must not be placed outside the anchorage areas, nor shall any vessel be so anchored that any portion of the hull or rigging shall at any time extend outside the boundaries of the anchorage area. However, Anchorage D (paragraph (a)(4) of this section) is exempt from this requirement.

(FR 2/7/12) 23/12

Chapter 2—Paragraphs 2627 to 2650; read:

⁽²⁶²⁷⁾(4) No person may swim in the security zone.

(FR 2/10/12) 23/12

Chapter 2—Paragraphs 2665 to 2676; read:

⁽²⁶⁶⁵⁾(8) The Captain of the Port, New Haven, may issue an authorization to deviate from any rule in this section if the COTP finds that an alternate operation can be done safely.

(FR 2/10/12) 23/12

Chapter 2—Paragraphs 2698 to 2709; read:

(9) This section does not relieve any vessel from compliance with applicable navigation rules.

§165.154 Safety and Security Zones; Captain of the Port Long Island Sound Zone Safety and Security Zones.

The following areas are designated safety and security zones:

(a) Security zones.

(1) Dominion Millstone Nuclear Power Plant, Waterford, CT.

(i) All navigable waters of Long Island Sound, from surface to bottom, North and Northeast of a line running from Bay Point, at approximate position 41°18'34.20"N, 072°10'24.60" W, to Millstone Point at approximate position 41°18'15.00"N, 072°9'57.60" W (NAD 83).

(ii) All navigable waters of Long Island Sound, from surface to bottom, West of a line starting at 41°18'42"N, 072°09'39"W, running south to the Eastern most point of Fox Island at approximate position 41°18'24.11"N, 072°09'39.73"W (NAD 83).

(2) Electric Boat Shipyard, Groton, CT.

(i) Location. All navigable waters of the Thames River, from surface to bottom, West of the Electric Boat Corporation Shipyard enclosed by a line beginning at a point on the shoreline at

41°20'16"N, 72°04'47"W; then running West to

41°20'16"N, 72°04'57"W; then running North to

41°20'26"N, 72°04'57"W; then Northwest to

41°20'28.7"N, 72°05'01.7"W; then North-Northwest to

41°20'53.3"N, 72°05'04.8"W; then North-North-east to

41°21'02.9"N, 72°05'04.9"W; then East to a point on shore at

41°21'02.9"N, 72°04'58.2"W (NAD 83).

(ii) Application. Sections 165.33(a), (e), (f) shall not apply to public vessels or to vessels owned by, under hire to, or performing work for the Electric Boat Division when operating in the security zone.

(3) Naval Submarine Base, Groton, CT. All navigable waters of the Thames River, from surface to bottom, West of the Groton Naval Submarine Base New London, enclosed by a line beginning at a point on the shoreline at

41°23'15.8"N, 72°05'17.9"W; then to

41°23'15.8"N, 72°05'22.0"W; then to

41°23'25.9"N, 72°05'29.9"W; then to

41°23'33.8"N, 72°05'34.7"W; then to

41°23'37.0"N, 72°05'38.0"W; then to

41°23'41.0"N, 72°05'40.3"W; then to

41°23'47.2"N, 72°05'42.3"W; then to

41°23'53.8"N, 72°05'43.7"W; then to

41°23'59.8"N, 72°05'43.0"W; then to

41°24'12.4"N, 72°05'43.2"W; then to a point on the

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shoreline at

40°37'31.4"N, 073°15'41.1"W; then North to 40°37'35.6"N, 073°15'43.1"W; then East to 40°37'36.7"N, 073°15'39.8"W; then East to 41°24'14.4"N, 72°05'38"W; then along the shoreline to the point of beginning (NAD 83).

(4) U.S. Coast Guard Academy, New London, CT.

(i) Location. All navigable waters of the Thames River, from surface to bottom, in a 500-yard radius from Jacobs Rock, approximate position 41°22'22"N, 072°05'40"W (NAD 83).

(ii) Enforcement period. This rule will be enforced during visits by highranking officials and times of heightened security.

(iii) Notification. The Captain of the Port will notify the maritime community of periods during which this security zone will be enforced by all appropriate means such as Local Notice to Mariners, Marine Safety Information Radio Broadcasts or on scene notice.

(5) U.S. Coast Guard Vessels, Long Island Sound COTP Zone. All navigable waters within a 100-yard radius of any anchored U.S. Coast Guard vessel. For the purposes of this section, U.S. Coast Guard vessels includes any commissioned vessel or small boat in the service of the regular U.S. Coast Guard and does not include Coast Guard Auxiliary vessels.

(b) Safety zones.

(1) Coast Guard Station Fire Island, Long Island, NY. All waters of Fire Island Inlet from the shore out to a line beginning at a point on shore at

40°37'37.8"N, 073°15'36.6"W; then East to 40°37'41.1"N, 073°15'33.5"W; then Southeast to 40°37'39.7"N, 073°15'27.0"W; then Southeast to 40°37'37.5"N, 073°15'22.1"W; then Southeast to 40°37'37.6"N, 073°15'19.1"W; then Southeast to a point on shore at 40°37'33.9"N, 073°15'20.8"W (NAD 83).

(c) Regulations.

(1) The general regulations contained in §165.23 and §165.33 of this part apply. Entering into, remaining within or cause an article or thing to enter into or remain within these safety and security zones is prohibited unless authorized by the Captain of the Port or a designated representative.

(2) These safety and security zones are closed to all vessel traffic, except as may be permitted by the Captain of the Port (COTP) or a designated representative. Vessel operators given permission to enter or operate in the security zones must comply with all directions given to them by the COTP or the designated representative.

(3) The "designated representative" is any Coast Guard commissioned, warrant or petty officer who has been designated by the Captain of the Port to act on his/

her behalf. The on-scene representative may be on a Coast Guard vessel, a state or local law enforcement vessel, or other designated craft, or may be on shore and will communicate with vessels via VHF-FM radio or loudhailer. In addition, members of the Coast Guard Auxiliary may be present to inform vessel operators of this regulation.

^(2705.01) (4) Vessel operators desiring to enter or operate within the security zones shall request permission to do so by contacting the Captain of the Port Sector Long Island Sound at 203-468-4401, or via VHF Channel 16. (FR 2/10/12) 23/12

COAST PILOT 2 41 Ed 2012 Change No. 5

Chapter 6—Paragraph 91; read:

⁽⁹¹⁾ Off the northern and southern sides of **Coasters Harbor Island** are numerous rocks and ledges. A private light marks an obstruction in the channel south of the island. **St. Patrick Rock**, covered 5 feet, is about 0.3 mile southeastward of the island. The island has numerous buildings. Three fixed bridges connect the island to Newport. The southern highway bridge and the pedestrian bridge 0.3 mile above it have 31-foot spans with clearances of 3 feet. The northern highway bridge has a span of 85 feet with a clearance of 7 feet. Overhead power cables of unknown clearance cross the harbor below the northern bridge.

(L 966-2011)

23/12

Chapter 8—Paragraph 53; read:

⁽⁵³⁾ Four bridges cross the Thames River below Norwich: three near Winthrop Point and one about 0.2 miles southward of Fort Point. The first is the railroad bridge, which has a vertical lift span with authorized clearances of 29 feet down and 133 feet up. (See **117.1 through 117.59 and 117.224**, chapter 2, for drawbridge regulations.) The bridgetender of the railroad bridge monitors VHF-FM channel 13; call sign KT-5473. In 1998, it was reported that cross currents of 1 to 2 knots can be encountered in the vicinity of this bridge. Just above it are two high-level fixed bridges with clearances of 135 feet, and 7.9 miles farther up the Thames is a fixed highway bridge with a clearance of 75 feet. A RACON is in the center of the main channel span on the southernmost of two high-level fixed bridges.

(L 1464-2011)

23/12

Chapter 8—Paragraph 219; read:

⁽²¹⁹⁾ The approach channel to Guilford Harbor, marked by buoys, leads along the southeasterly side of Indian Reef, thence westward of Half Acre Rock to a dredged channel about 0.5 mile northwestward of Half Acre Rock. The dredged channel leads northward through the harbor and eastward of **Guilford Point** to a junction with Sluice Creek and East River, about 0.6 mile above the channel en-

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trance. At the junction, the dredged channel leads northwesterly into Sluice Creek for about 0.1 mile and northeasterly into East River for about 0.4 mile to an anchorage basin. Buoys and a private range mark the dredged channel to the junction. In 2010, the controlling depths in the dredged channel were 3 feet to the junction of East River and Sluice Creek, thence 1 foot in Sluice Creek, thence 6 feet in the left half of the channel and shoaling to bare in the right half, to the anchorage basin with 1 to 6 feet in the basin except for shoaling to bare toward the northeast limit and in the south half of the entrance into the basin. Deeper water is available with local knowledge.

(L 196-2012; DD 21414)

23/12

Chapter 9—Paragraph 70; read:

⁽⁷⁰⁾ **Ash Creek**, about 0.7 mile westward of Fayerweather Island, is entered through a privately dredged channel protected on its southwest side by a jetty. The entrance channel is marked by private buoys and a private seasonal **314°** lighted range. The channel leads northwestward to a marina. In 2012, depths of 6 feet were reported in the entrance channel, with 5 feet reported in the basin. A 5 mph **speed limit** is enforced in the creek.

(L 258-2012)

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