



State of Rhode Island and Providence Plantations  
**Coastal Resources Management Council**  
 Oliver H. Stedman Government Center  
 4808 Tower Hill Road, Suite 3  
 Wakefield, RI 02879-1900

(401) 783-3370  
 Fax (401) 783-2069

## APPLICATION FOR STATE ASSENT

To perform work regulated by the provisions of Chapter 279 of the Public Laws of 1971 Amended.

Project Location <u>5 Halidon Ave. Newport</u> <small>No. Street City/Town</small>	File No. (CRMC USE ONLY) <span style="font-size: 1.5em; color: purple;">2022-09-020</span>
Owner's Name <u>New York Yacht Club</u>	Plat: 41 <input type="checkbox"/> Lot(s): 12 <input type="checkbox"/>
Mailing Address <u>5 Halidon Ave. Newport, RI 02840</u> <small>Address City/Town, State Zip Code</small>	Owner's Contact: Joshua Parks (attorney) Number: 401-274-7200 <input type="checkbox"/> Email Address: <u>jparks@apslaw.com</u> <input type="checkbox"/>
Contractor RI Reg. # <u>unknown</u> <input type="checkbox"/> Address <u>at this time - to be provided once contract is signed</u>	Email address: <u>unknown at this time</u> <input type="checkbox"/> Tel. No. <u>unknown at this time</u> <input type="checkbox"/>
Designer <u>Richard St. Jean, P.E.</u> <input type="checkbox"/> Address <u>209 Arnolds Neck Drive Warwick, RI 02886</u>	Tel. No. <u>401-398-0999</u> <input type="checkbox"/>
Name of Waterway <u>Newport Harbor</u>	Estimated Project Cost (EPC): <u>\$3,300,000</u> <input type="checkbox"/> Application Fee: <u>\$16,750</u> <input type="checkbox"/>
<b>Provide Below a Description of Work As Proposed (required).</b> NYYC seeks to replace the current north-south oriented fixed wooden pier with a modern floating dock system of the same length. NYYC additionally seeks to replace the current east-west oriented fixed pier with a modern floating dock system and extend same 148' to the east. The proposed extension is more than 200 feet from NYYC's property line extension and more than 150' from the nearest mooring. NYYC additionally seeks to replace and reconfigure two floating wooden docks. For additional details, please see the project narrative attached as Exhibit A.	

Have you or any previous owner filed an application for and/or received an assent for any activity on this property?

(If so please provide the file and/or assent numbers): Please see attached Exhibit B.

Is this site within a designated historic district?  YES  NO

Is this application being submitted in response to a coastal violation?  YES  NO

If YES, you must indicate NOV or C&D Number: N/A

Name/ mailing addresses of adjacent property owners whose property adjoins the project site. Accurate mailing addresses will insure proper notification. Applicant must initial to certify accuracy of adjacent property owners and accuracy of mailing addresses.

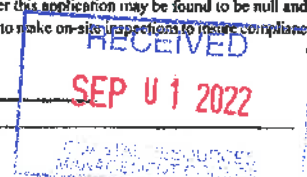
Kenneth W. Washburn Living Trust, 99 Harrison Ave., Newport, RI 02840 (AP41, Lot11)

STORMTOOLS (<http://www.beachsamp.org/resources/stormtools/>) is a planning tool to help applicants evaluate the impacts of sea level rise and storm surge on their projects. The Council encourages applicants to use STORMTOOLS to help them understand the risk that may be present at their site and make appropriate adjustments to the project design.

NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant will be prepared to meet and present testimony on the criteria and burdens of proof for each of these relief provisions. The applicant also acknowledges by evidence of their signature that to the best of their knowledge the information contained in the application is true and valid. If the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then the permit granted under this application may be found to be null and void. Applicant requires that as a condition to the granting of this assent, members of the CRMC or its staff shall have access to the applicant's property to make on-site inspections to insure compliance with the assent. This application is made under oath and subject to the penalties of perjury.

James Boyd, General Mgr.  
 Owner Name (PRINT)


[Signature]  
 Owner's Signature (SIGN)



**STATEMENT OF DISCLOSURE AND APPLICANT AGREEMENT AS TO FEES**

The fees which must be submitted to the Coastal Resources Management Council are based upon representations made to the Coastal Resources Management Council by the applicant. If after submission of this fee the Coastal Resources Management Council determines that an error has been made either in the applicant's submission or in determining the fee to be paid, the applicant understands that additional fees may be assessed by the Coastal Resources Management Council. These fees must be paid prior to the issuance of any assent by the Coastal Resources Management Council.

The applicant understands the above conditions and agrees to comply with them.

  
\_\_\_\_\_  
Owner Signature

8.24.2022  
Date

James Boyd 5 WINDY ME. NEWPORT RI  
Print Name and Mailing Address

02840



ADLER POLLOCK & SHEEHAN P.C.

49 Bellevue Avenue  
Newport, RI 02840-3207  
Telephone 401-847-1919  
fax 401-751-0604

One Citizens Plaza, 8<sup>th</sup> Floor  
Providence, RI 02903-1345  
Telephone 401-274-7200  
Fax 401-751-0604 / 401-351-4607

175 Federal Street  
Boston, MA 02110-2210  
Telephone 617-482-0600  
Fax 617-482-0604

[www.apslaw.com](http://www.apslaw.com)

September 7, 2022

**Via FedEx**

Coastal Resources Management Council  
Oliver Stedman Government Center  
4808 Tower Hill Road, Suite 116  
Wakefield, RI 02879

**Re: CRMC File No. 2022-09-020**

Dear CRMC:

This office represents applicant New York Yacht Club, located at 5 Halidon Avenue in Newport, regarding the above-referenced file number. Enclosed please find three hard copies of Applicant's Assent Application, drawings, large scale plan, project narrative, list of prior assents, photographs of the coastal feature, and proof of ownership. The executed application and check have been previously sent to you and I have additionally forwarded by email all of the enclosed.

Please do not hesitate to contact me if you have any questions or need anything further. Thank you for your assistance.

Very truly yours,



JOSHUA S. PARKS  
[jparks@apslaw.com](mailto:jparks@apslaw.com)

Encl.



TAX ASSESSOR  
CITY OF NEWPORT  
43 BROADWAY  
NEWPORT, RI

August 11, 2022

State of Rhode Island and Providence Plantations  
Coastal Resources Management Council  
Oliver E. Stedman Government Center  
Tower Hill Road  
Wakefield, Rhode Island 02879

To Whom It May Concern:

The documents on file in the Land Evidence Records of the City of Newport, Rhode Island, Book **420** Page **324** indicate that **NEW YORK YACHT CLUB** are the owners of the real estate designated as Plat **41** Lot **012** and located at **5, 11 & 13 HALIDON AVE** in the City of Newport, RI.

Respectfully,

Renee Howellel  
Senior Clerk



## EXHIBIT A – PROJECT NARRATIVE

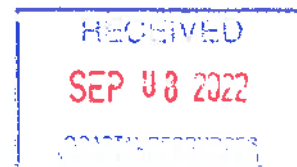
The New York Yacht Club Harbour Court (“NYYC”) is a private yacht club located on the shores of Brenton Cove in Newport, Rhode Island. The property, which consists of approximately eight acres, is identified by the address 5 Halidon Avenue, Newport, Rhode Island, and recorded on plat map 41, lot 12 in the Land Evidence Records of the City of Newport. The waters in front of the property are Type 3 waters.

The property has historical significance to Rhode Island. It was constructed in 1906 for John Nicholas Brown. It served as a residence for the Brown family from its construction until 1987, when it was sold to NYYC. Mr. Brown had previously served as Commodore of NYYC for a period in the 1950s.

Relevant to the instant application, the property has long been used to support recreational waterborne activity. The property has approximately 900 linear feet that directly fronts Newport harbor, which contains a granite seawall, a granite pier, and currently contains both a fixed wooden pier and floating docks. The current wooden pier extends 130 feet northwards from the granite pier into the harbor. At its northern end, the wooden pier has a 50 foot “L” that extends to the east. Directly to the east of the wooden pier, and affixed to same, is a 130’ concrete floating dock. There are additionally two 100’ wooden floating docks that extend from the granite pier to the east/northeast. The docks are primarily used by NYYC members and guests for “touch and go” and short-term docking. The docks are also used to support NYYC’s hosting of numerous nationally and internationally significant regattas, which attract large numbers of sailors to Newport each summer. The two floating docks are also used for small dinghy/tender docking and storage of the NYYC launches and regatta support vessels. There is no overnight docking at the property for private, member or guest vessels, and NYYC does not seek to change or otherwise modify that prohibition. The property also has a boathouse, constructed in the early twentieth century, that services the waterborne activity at the piers and floating docks.

NYYC seeks to modernize its current wooden pier and floating dock system. NYYC seeks to remove the wooden pier that extends both northwards and eastwards and replace with modern, wave attenuating concrete floating docks. The north/south floating dock would be placed in the same location that the current wooden pier is located. In the 35 years since the wooden pier was installed, dock construction standards have evolved, and the wave attenuating floating dock system as proposed represents the current best practices. The floating dock system as proposed is safer to use, requires less maintenance, and produces less of a visual impact than the existing wooden pier.

In addition to replacing the wooden pier with floating docks, NYYC desires to extend the current 50 foot “L” an additional 148’ in its current direction. This extension will provide for more efficient and safer docking than the existing fixed wooden pier, which limits access by the vessels that currently dock at NYYC, particularly at lower tides. The proposed extension is wholly within NYYC’s riparian rights and does not conflict with any other stakeholders’ uses of the water. The end of the proposed extension remains more than two hundred feet from NYYC’s



property line. The proposed extension does not come any closer than one hundred eighty-eight feet from the nearest mooring, well in excess of the 50-foot restriction.

NYYC additionally seeks to slightly extend the two 100' wooden floating docks that currently extend from the granite pier in a "V" pattern, to 132' and 122', respectively. In addition to the slight extension, which will make maneuvering both dinghies and regatta support vessels more streamlined, NYYC wishes to align the two wooden docks parallel to each other and perpendicular to the north-south proposed float. This will eliminate the awkward acute angle currently caused by the north-most of the two floating docks and make it easier for vessels to maneuver.

**NYYC is requesting a CRMC Assent for the following:**

- Remove the existing fixed wooden pier and associated floating docks;
- Replace the fixed wooden pier with concrete floating docks as further detailed in the attached drawings and specifications;
- Extend the east-west running "L" 148' in its current direction (north-south running pier to be replaced with floating concrete docks of the same length);
- Replace the two 100' east-west running wooden floating docks with two floating docks of 132' and 122', slightly reconfigured to a parallel alignment with each other; and
- Replace the associated utilities (pump-out, electric, and water).

The above-described proposed activity is allowed per Table 1 of the CRMC Redbook as a Category B application.

**The project specifics are as follows:**

- Water Use Category: Type 3
- Shoreline Feature: Manmade – Granite Block Seawall
- Water Use Map: Newport Quadrangle 2018
- Lot Size: ~8 acres
- Alteration or Activity: Removal of fixed wooden pier and replacement with extended concrete floating docks
- The shoreline is not in a critical erosion area.
- 

**Section 1.1.7 – Variance Requested.** The proposed activity is an allowed use in Type 3 waters as a Category B application and NYYC is not requesting any variances.

**Section 1.3.1 A – Category B Requirements (Tidal Waters).**

- a. *Demonstrate the need for the proposed activity or alteration.*

The current timber pier is approximately 30 years old and the frequency and cost of annual repairs is rising. Additionally, storms and high tides have resulted in significantly more frequent overtopping of the fixed structure than in recent history and engineers have advised that it is only a matter of time until the force of the water demolishes the pier. Switching from a fixed pier structure to floating



concrete docks alleviates these concerns and reflects current industry best practices. Extending the east-west running “L” and reconfiguring the current floating docks will permit easier access to the docks – and safer maneuvering space – for NYYC’s current visitors.

- b. *Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements have or will be met; local approvals are required for activities as specifically prescribed for nontidal portions of a project in §§ 1.3.1(B), (C), (F), (H), (I), (K), (M), (O) and (Q) of this Part; for projects on state land, the state building official, for the purposes of this section, is the building official.*

All work will comply with all applicable local, state, and federal requirements.

- c. *Describe the boundaries of the coastal waters and land area that is anticipated to be affected.*

This project will take place in Type 3 waters located in Newport. The land feature consists of a granite block/stone seawall that is additionally undergoing work (for which an asset has already been received, see Assent No. 2021-08-096). The proposed project will not affect the land area, as the ramps connecting the docks to the land will be located in substantially the same places.

- d. *Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters.*

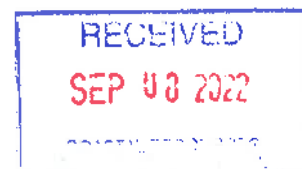
The work will be undertaken using experienced marine contractors who have significant experience in constructing docks. No sediment will be deposited and the placing of piles will not create erosion. No dredging is taking place.

- e. *Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life.*

The replacement of the fixed timber pier with floating docks should decrease the number of piles in the water. The piles themselves are approximately 20” in diameter. NYYC is conducting an SAV study and will use same to ensure that the work does not impact any discovered plant or animal life.

- f. *Demonstrate that the alteration will not unreasonably interfere with, impair, or significantly impact existing public access to, or use of, tidal waters and/or the shore.*

The upland site is private property, bounded by a granite seawall, and there is no public access. The proposed dock is well within NYYC’s property line extensions and remains well clear of all existing moorings.



- g. *Demonstrate that the alteration will not result in significant impacts to water circulation.*

The project will involve the placing of 20" diameter piles. There is no large structure being placed in the water. The placing of the piles will not have any significant impact to water circulation, flushing, turbidity, and sedimentation.

- h. *Demonstrate that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by DEM.*

The placement of piles in the water, in conformance with industry standard dock-building practices, will not deteriorate the quality of the water.

- i. *Demonstrate that the alteration or activity will not result in significant impacts to areas of historic and archaeological significance.*

The shoreline immediately upland of the proposed project is manmade, and currently undergoing restoration efforts. The proposed project conforms to the property's use as a private yacht club. There are no known areas of archaeological significance.

- j. *Demonstrate that the alteration or activity will not result in significant conflicts with water dependent uses and activities such as recreational boating, fishing, swimming, navigation, and commerce.*

The project is located in Type 3 waters and will serve to augment, not conflict with, with the current water dependent uses, which consists primarily of recreational boating. No other uses (e.g. swimming, fishing, etc.) occur in the area. The project will improve recreational boating access and navigational safety to the area.

- k. *Demonstrate that measures have been taken to minimize any adverse scenic impact (see § 1.3.5 of this Part).*

Scenic views should improve as a result of this project, as the floating docks will always remain on the level of the water, as opposed to the existing fixed pier, which at low tide stands significantly above the water level.

**Section 1.3.1 B – Filling, removing, or grading of shoreline features.**

Not applicable.

**Section 1.3.1 C – Residential, commercial, industrial, and recreational structures.**

Not applicable.





**Section 1.3.1 D – Recreational boating facilities.**

NYYC is proposing upgrading the existing docks at a private yacht club, which hosts sailing events open to the public to enter. It does not conduct residential, commercial, or industrial operations, nor does it conduct marina operations. The proposed upgrade is wholly within NYYC's property line extensions, more than fifty feet from the nearest mooring field, and there are no federal navigation channels that impact this project. NYYC will replace the currently existing marine pump out facilities. As part of the proposed upgrade, the new floating docks will be ADA-compliant, whereas the currently existing fixed pier is not.

**1.3.1 E – Mooring and anchoring of houseboats and floating businesses.**

Not applicable.

**1.3.1 F – Treatment of sewage and stormwater.**

Not applicable.

**1.3.1 G – Shoreline protection.**

The shoreline landward of the proposed project is granite block seawall, initially constructed in the early 1900s, that is the subject of an assent to rehabilitate same. Certain of the proposed floating docks would be wave attenuating docks, which can reduce the impact of waves and swells on the shoreline. The proposed project will therefore have no negative impact on erosion, sediment dynamics, or stability and will aid in increasing the longevity of the seawall.

**1.3.1 H – Energy-related activities and structures.**

Not applicable.

**1.3.1 I – Dredging and dredged material disposal.**

Not applicable.

**1.3.1 J – Filling in tidal waters.**

Not applicable.

**1.3.1 K – Aquaculture.**

Not applicable.



**1.3.1 L – Coastal wetland mitigation.**

Not applicable.

**1.3.1 M – Public roadways, bridges, parking lots, railroad lines and airports.**

Not applicable.

**1.3.1 N – Maintenance of structures.**

Not applicable.

**1.3.1 O – Municipal harbor regulations.**

Not applicable.

**1.3.1 P – Boat lift and float lift systems.**

Not applicable.

**1.3.1 Q – Wetland walkover structures.**

Not applicable.

**1.3.1 R – Submerged aquatic vegetation and aquatic habitats of particular concern.**

NYYC is conducting an SAV survey which shall comply with the requirements of 1.3.1(R)(3)(d) and will avoid any negative impact to SAV habitat. The results from the SAV survey will be provided once they are available.



**EXHIBIT B**

**List of Prior Assents by File Number**

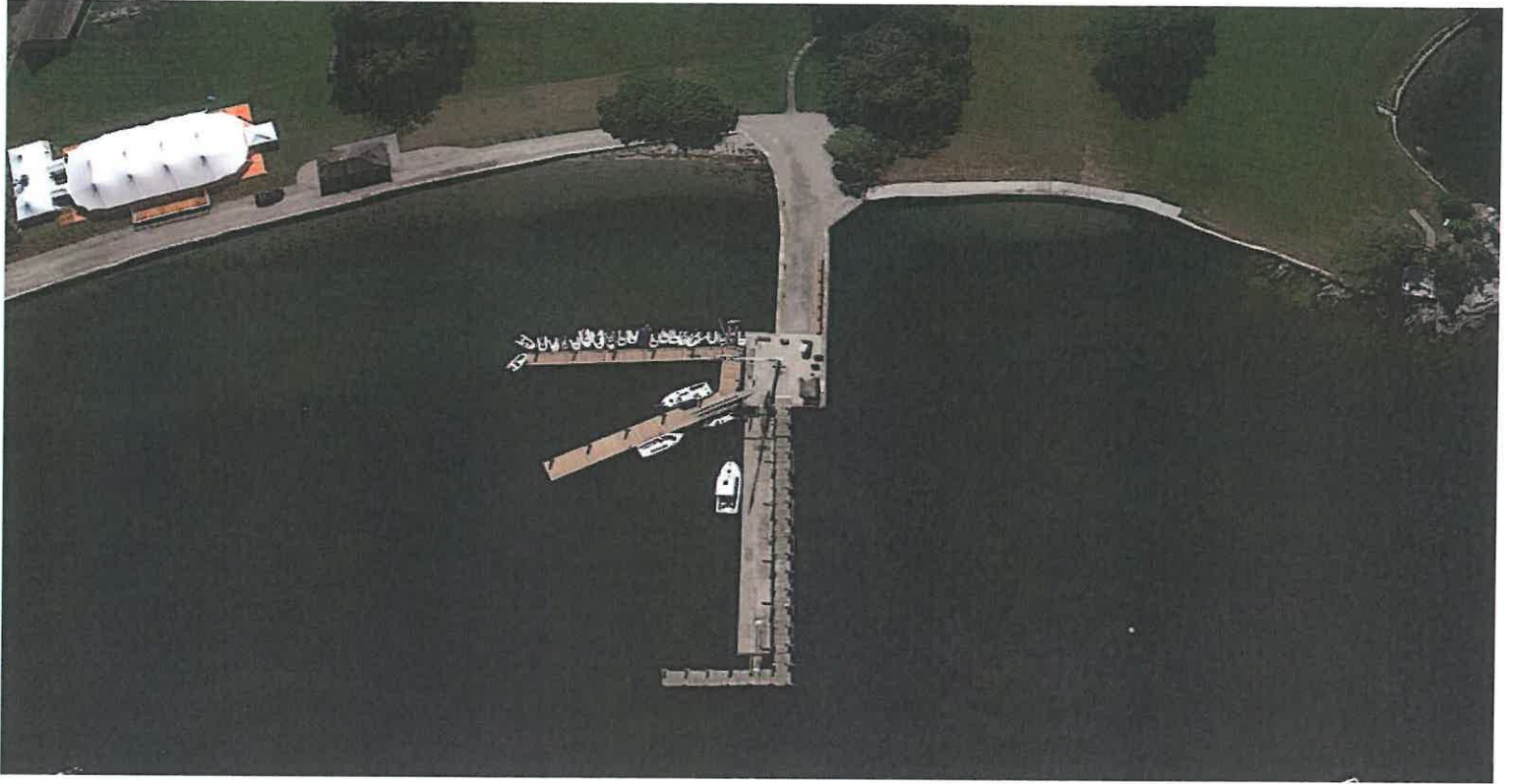
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- 1994-04-006
- 1994-07-049
- 1996-04-012
- 1997-10-027
- 1998-06-115
- 1999-11-028
- 2000-03-065
- 2003-12-060
- 2004-04-028
- 2004-04-093
- 2004-06-076
- 2005-02-056
- 2005-09-081
- 2007-09-048
- 2013-02-011
- 2013-09-113
- 2015-01-031
- 2015-09-035
- 2021-08-096



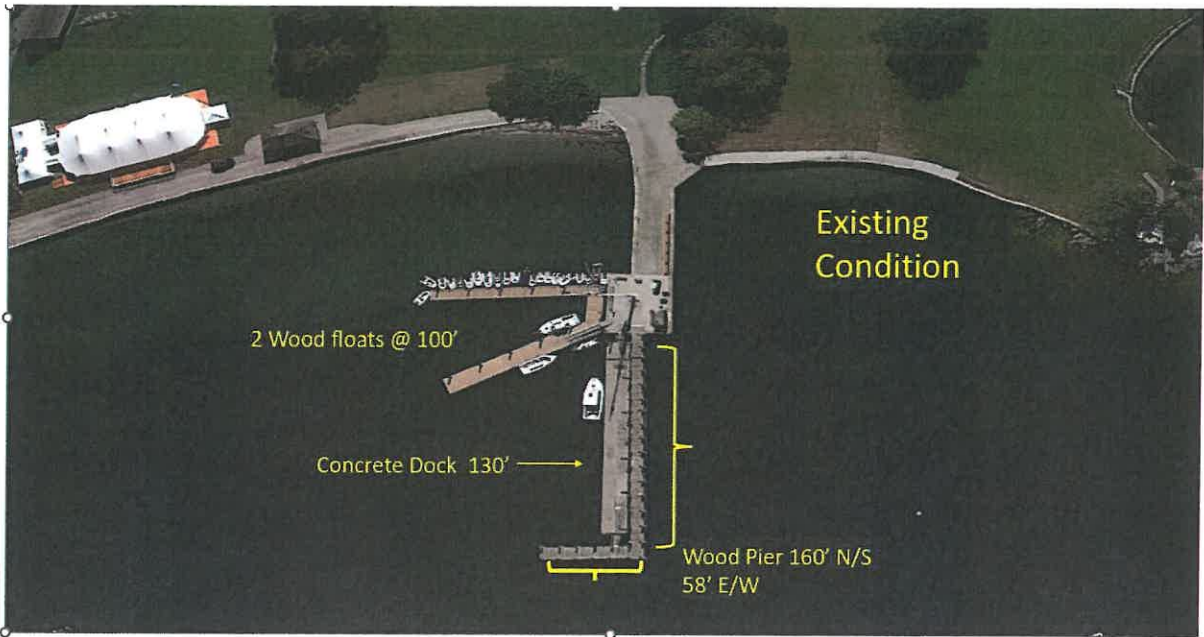
Photographs of Coastal Feature:



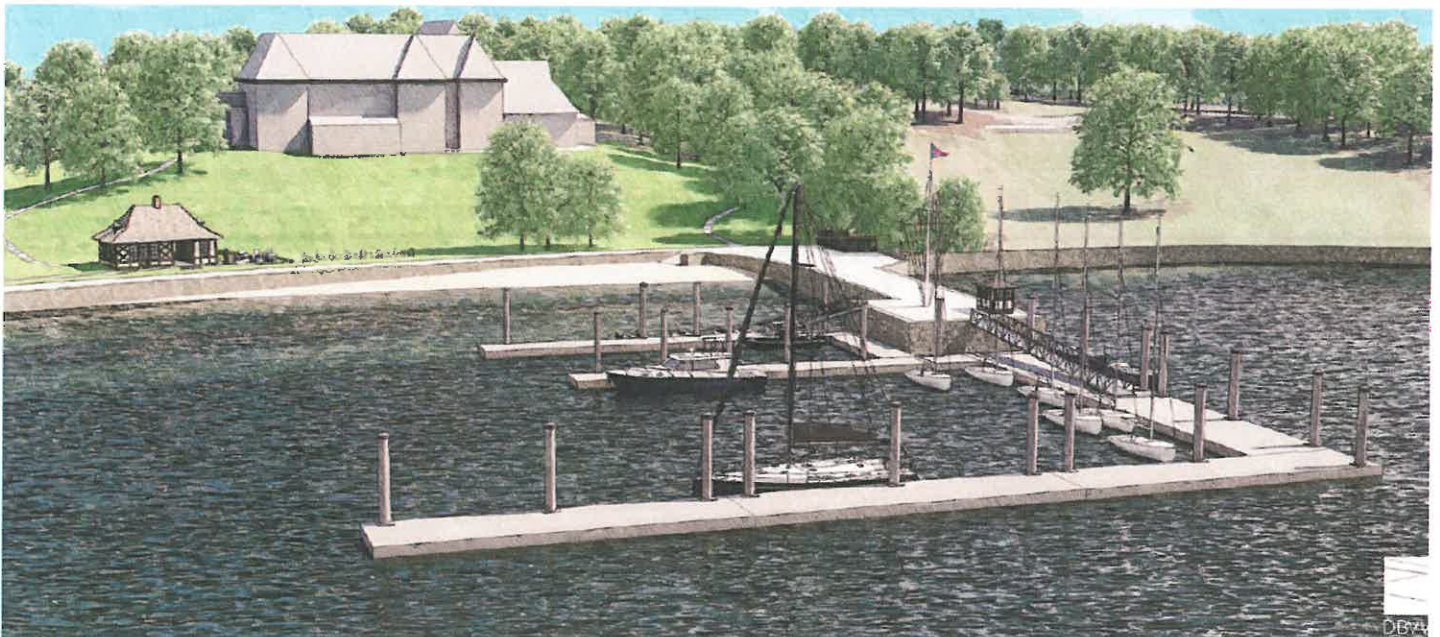
RECEIVED  
SEP 08 2022  
COASTAL RESOURCES  
MANAGEMENT COUNCIL

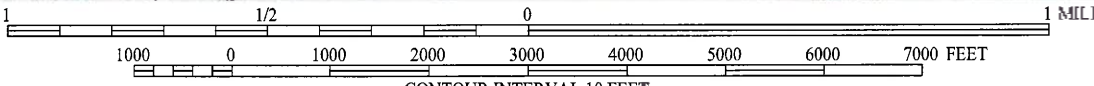


RECEIVED  
SEP 08 2022  
COASTAL RESOURCES  
MANAGEMENT COUNCIL



**Proposed:**





CONTOUR INTERVAL 10 FEET  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929  
**USGS Map Section: Newport, Rhode Island**



RICHARD N. ST. JEAN  
 No. 4997  
 REGISTERED PROFESSIONAL ENGINEER  
 8/19/22



**LOCUS MAP**

RECEIVED  
 SEP 08 2022  
 CAPITAL RESOURCES  
 MANAGEMENT COUNCIL

**NOT FOR CONSTRUCTION**

**New York Yacht Club - In-Water Repairs  
 Newport, Rhode Island**  
 Prepared For: 5 Haddon Ave., Newport, Rhode Island  
 New York Yacht Club  
 Accessory Plot 41

**ST. JEAN ENGINEERING, LLC**  
 CIVIL, MARINE AND STRUCTURAL  
 CONSULTING ENGINEERING  
 209 Atlantic Neck Drive  
 Pawtucket, RI 02868  
 Phone: 401.398.0999  
 Email: stjeanengineering@stjean.net

**S1**  
 1 of 10

REVISIONS

**USGS & Locus Maps**

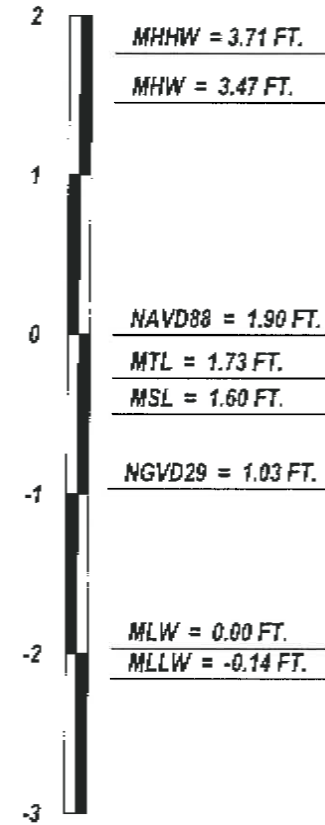
**GENERAL NOTES:**

1. PROPERTY LINES AND HARBOR LINE WERE ESTABLISHED BY NORTHEAST ENGINEERS & CONSULTANTS, INC., 55 CLARKE ROAD, MIDDLETOWN RHODE ISLAND 02842. THIS PLAN WAS PRODUCED TO PERMIT THE DOCK LAYOUT ONLY. REFER TO THE NORTHEAST ENGINEERS PLAN FOR ALL SURVEY INFORMATION.
2. BATHYMETRY WAS SURVEYED BY NATIONAL LAND SURVEYORS AND DEVELOPERS IN THE MONTH OF JULY, 2022.
3. ANY UTILITIES SHOWN ON THIS PLAN HAVE BEEN LOCATED FROM FIELD SURVEYS BY OTHERS. THE SURVEYOR OR ENGINEER MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL SUCH OR ABANDONED. THE SURVEYOR OR ENGINEER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM ALL AVAILABLE INFORMATION. (PLEASE CONTACT DIG SAFE 72 HOURS PRIOR TO CONSTRUCTION AT PHONE NO.1-888-DIG-SAFE AND/OR ALL LOCAL UTILITY COMPANIES.)
4. THE HORIZONTAL DATUM FOR THIS PROJECT IS THE R.I.S.P.C.S. (NAD 83). THE VERTICAL DATUM IS MEAN LOW WATER (MLW).
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LOCAL, STATE, FEDERAL, AND UTILITY COMPANY REQUIREMENTS.
6. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS AS THEY RELATE TO NEW CONSTRUCTION. REPORT TO ENGINEER ALL OBSERVATIONS AND DISCREPANCIES BEFORE PROCEEDING WITH ANY WORK.
7. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE CRMC ASSENT ON SITE AND ADHERE TO ALL PERMIT STIPULATIONS.
8. IF DURING THE COURSE OF WORK UNFORESEEN CONDITIONS ARE ENCOUNTERED THE CONTRACTOR SHALL STOP WORK AND NOTIFY THE ENGINEER OF RECORD IMMEDIATELY FOR DISPOSITION.
9. ANY DAMAGE TO ANY PROPERTY, PRIVATE OR OF PUBLIC TRUST, OCCURRING DURING THE CONSTRUCTION BY THE CONTRACTOR, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER AT THE EXPENSE OF THE CONTRACTOR.
10. THE CONTRACTOR SHALL USE ADEQUATE NUMBERS OF SKILLED WORKMEN WHO ARE THOROUGHLY TRAINED AND EXPERIENCED IN THE NECESSARY CRAFTS AND WHO ARE COMPLETELY FAMILIAR WITH THE SPECIFIED REQUIREMENTS AND METHODS NEEDED FOR PROPER PERFORMANCE OF THE WORK.
11. THE CONTRACTOR SHALL PROTECT ALL WETLANDS AND COASTAL RESOURCES FROM INTRUSION BY TURBID WATERS, CONSTRUCTION DEBRIS, CONSTRUCTION EQUIPMENT, OR PERSONNEL DURING ALL WORK ACTIVITIES.
12. THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL NECESSARY PERMITS, LICENSES, CERTIFICATES OF INSPECTION, AND PAY ALL LEGAL FEES IN CONNECTION WITH THE WORK OF THIS CONTRACT. THE OWNER HAS OBTAINED NECESSARY REGULATORY PERMITS REQUIRED FOR THE WORK IN REGULATED AREAS. THE CONTRACTOR SHALL REQUEST COPIES OF THOSE REGULATORY PERMITS AND MAKE PROVISION IN THIS WORK AND IN THE COST OF THE WORK FOR ALL APPLICABLE CONDITIONS OF THOSE PERMITS. FAILURE TO CONSIDER ANY CONDITION OF THE REGULATORY PERMITS AS A PART OF THE BID SHALL NOT RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITY TO APPLY THOSE CONDITIONS TO HIS WORK AT NO ADDITIONAL COST TO THE OWNER.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT & POSITIONING OF ALL PROPOSED STRUCTURES AS SHOWN ON THE PROJECT DRAWINGS.
14. CONTRACTOR SHALL REMOVE EXCESS MATERIALS AND DISPOSE OFFSITE.
15. CONTRACTOR SHALL NOT STORE ANY MATERIALS BELOW MHW ELEVATION.

**LEGEND**

	BOUNDARY
	BOUNDARY PROPOSED
	BOUNDARY TO BE ABANDONED
	ABUTTER
	MAJOR CONTOUR
	MINOR CONTOUR
	STONEWALL
	TREELINE
	WETLANDS EDGE
	50' PERIMETER WETLAND
	100' RIVERBANK WETLAND
	200' RIVERBANK WETLAND
	200' ISDS HDROLOGIC LINE
	STREAM
	BUILDING ENVELOPE
	TELECOMMUNICATION LINE
	GAS LINE
	DRIANAGE LINE
	SEWER LINE
	WATER LINE
	ELECTRIC LINE
	ZONE BOUNDARIES
	SOIL EVALUATION HOLE
	LEDGE PROBE
	IRON PIN
	BOUND
	DRILL HOLE
	WELL
	UTILITY POLE
	WATER VALVE
	GAS VALVE
	HYDRANT
	BORING LOCATION
	TC
	G
	D
	S
	W
	OHW
	ZONE LINE
	NC
	AR

Highest Observed Water Level (09/21/1938)  
13.17 (MLW), 11.27 ft. (NAVD88)

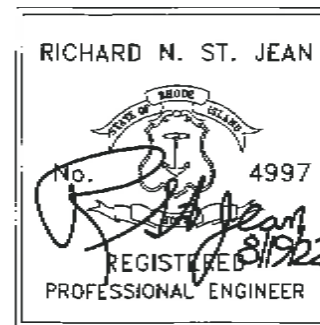


Lowest Observed Water Level (02/03/1976)  
- 3.23 (MLW), - 5.13 ft. (NAVD88)

DATUM INFORMATION  
INFORMATION FOR NOAA TIDAL ELEVATION STATION  
8452660 LOCATED IN NEWPORT, RHODE ISLAND -  
VERTICAL DATUM IS MEAN LOW WATER (MLW)

**ABBREVIATIONS**

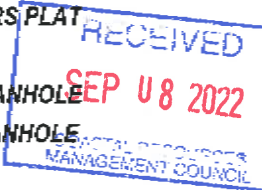
N. I. C.	NOT IN CONTRACT	T. O. F.	TOP OF FOUNDATION
U. O. N.	UNLESS OTHERWISE NOTED	M. P. L.	MARINA PERIMETER LINE
N. T. S.	NOT TO SCALE	S. J. E.	ST. JEAN ENGINEERING, LLC
I. A. W.	IN ACCORDANCE WITH	S. F.	SQUARE FOOT
TYP.	TYPICAL	A. P.	ASSESSORS PLAT
R & D	REMOVE AND DISPOSE	EXTG.	EXISTING
BIT.	BITUMINOUS CONCRETE	SMH	SEWER MANHOLE
N/F	NOW OR FORMERLY	DMH	WATER MANHOLE
F. F.	FINISH FLOOR	MIN.	MINIMUM



REVISIONS

New York Yacht Club - In-Water Repairs  
Newport, Rhode Island  
Prepared For: 5 Tullahoma Ave., Newport, Rhode Island  
02840  
Drawn: [Name]  
Checked: [Name]  
General Notes & Legend

ST. JEAN ENGINEERING, LLC  
CIVIL, MARINE AND STRUCTURAL  
CONSULTING ENGINEERING  
300 Arnold Ave., Newport, RI 02840  
Phone: 401.398.0999  
email: stjeanengineering@stjeaneng.com



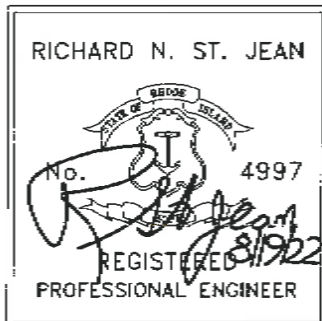
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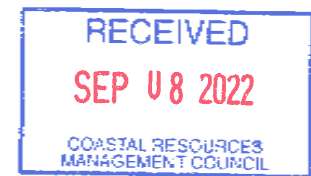
**STEEL PIPE PILES:**

- DOCK GUIDE PILES SHALL BE HIGH STRENGTH, HEAVY WALL, STEEL PIPE PILES PER THE ENGINEER'S & CONCRETE DOCK MANUFACTURER'S REQUIREMENTS. PILES SHALL BE DESIGN TO WITHSTAND THE FEMA 1% FLOOD AND WIND EVENT, WITHOUT THE CONCRETE DOCKS BECOMING DETACHED FROM THE GUIDE PILES. (NO VESSELS @ THE FACILITY)
- THE CONTRACTOR SHALL SUBMIT FOR EACH SHIPMENT CERTIFICATES AND IDENTIFICATION WITH SPECIFIC LOTS PRIOR TO INSTALLING PILING. IDENTIFICATION DATA SHALL INCLUDE PILING TYPE, DIMENSIONS, CHEMICAL COMPOSITION, MECHANICAL PROPERTIES, SECTION PROPERTIES, HEAT NUMBER, AND MILL IDENTIFICATION MARK.
- THE CONTRACTOR SHALL SUBMIT DESCRIPTIONS OF PILE DRIVING EQUIPMENT TO BE EMPLOYED DURING THE PROJECT TO THE OWNER FOR REVIEW. DESCRIPTIVE INFORMATION TO INCLUDE MANUFACTURER'S NAME, MODEL NUMBERS, CAPACITY, RATED ENERGY, HAMMER DETAILS, CUSHION MATERIAL, HELMET, AND TEMPLATES.
- A PILE HAMMER SHALL BE UTILIZED HAVING A DELIVERED FORCE OR ENERGY SUITABLE FOR THE TOTAL WEIGHT OF THE PILE AND THE CHARACTER OF THE SUBSURFACE MATERIAL TO BE ENCOUNTERED. USE A PROTECTING CAP DURING DRIVING TO PREVENT DAMAGE TO THE TOP OF THE PILE. ALL DAMAGE TO THE PILE CAUSED BY DRIVING SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL SUBMIT A WAVE EQUATION ANALYSIS OF PILE DRIVING (WEAP ANALYSIS) TO THE ENGINEER FOR REVIEW PRIOR TO THE START OF PIPE PILE INSTALLATION.
- A PILE DRIVING RECORD OF ALL PILES SHALL BE MAINTAINED AND AS A MINIMUM CONTAIN THE FOLLOWING INFORMATION:  
  
 PILE REFERNECE NUMBER OR LOCATION  
 PILE LENGTH  
 DATE OF DRIVING  
 DEPTH DRIVEN  
 LENGTH OF EXTENSIONS  
 PILE TYPE AND GRADE OF STEEL  
 TYPE OF HAMMER  
 COMMENCING SURFACE LEVEL  
 LENGTH OF OFF CUTS  
 MEASUREMENT OF DRIVING RESISTANCE  
 ALL INFORMATION REGARDING INTERRUPTIONS, UNEXPECTED CHANGES IN DRIVING CHARACTERISTICS, AND TIMES TAKEN TO OVERCOME THEM
- PIPE PILES SHALL BE GUIDED AND HELD IN POSITION BY TEMPORARY GATES OR A TEMPLATE OR GUIDE SYSTEM TO INSURE PILES ARE DRIVEN TO LINE AND PLUMB OR PROPERLY BATTERED AS REQUIRED. IF THE PILE BECOMES UNALIGNED DURING DRIVING THE CONDITION SHALL BE CORRECTED IMMEDIATELY AND THE PILE RE-DRIVEN TO PROPER ALIGNMENT.
- PILE TOLERANCES SHALL BE AS FOLLOWS:  
 ±3 INCHES IN PLAN OF THE PILE LINE  
 1 IN 75 VERTICAL
- BORING LOGS INDICATE THAT BEDROCK MAY BE ENCOUNTERED IN SOME LOCATIONS. CONTRACTOR SHALL DRILL & SOCKET PILES INTO ROCK WHEN BEDROCK IS ENCOUNTERED.



**STEEL COATING:**

- THE SURFACES OF THE STEEL PIPE PILES FURNISHED AND ERECTED SHALL BE SHOP PRIMED WITH CARBOGUARD 888 OR APPROVED EQUAL AND COATED WITH BITUMASTIC 300 M COAL TAR EPOXY AS MANUFACTURED BY CARBOLINE. COATING SYSTEM SHALL BE BLACK IN COLOR.
- ALL SURFACES SHALL BE CLEANED, AT A MINIMUM, TO STEEL STRUCTURES PAINTING COUNCIL SURFACE PREPARATION SPECIFICATIONS SSPC-SP3 PRIOR TO THE APPLICATION OF THE COATING SYSTEM. ALL WORK CLEANED IN ONE DAY MUST BE COATED ON THAT DAY AS SOON AS POSSIBLE AFTER BLASTING. THE EPOXY SHALL BE APPLIED WHEN THE SURFACE AND AIR TEMPERATURES ARE AT LEAST 50 DEGREES FAHRENHEIT. ALL SURFACES TO BE COATED SHALL BE COMPLETELY DRY, FREE OF MOISTURE, SOIL, DUST, SALT, AND GRIT AT THE TIME OF COATING.
- THE COATING SHALL BE APPLIED WITH BRUSH OR SPRAY IN AT LEAST TWO COATS TO A MINIMUM DRY FILM THICKNESS OF 16 MILS. EACH COAT SHALL BE COMPLETELY CURED BEFORE SUCCEEDING COATS ARE APPLIED AS PER MANUFACTURER'S INSTRUCTIONS. PREPARATION AND APPLICATION SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND IN THE PRESENCE OF AN OWNER'S REPRESENTATIVE. COATED SURFACES, EXCEPT FOR SPLICED AREAS, SHALL NOT BE IMMERSUED FOR AT LEAST 14 DAYS AFTER THE APPLICATION OF THE COATING. AFTER DRIVING, ABRADED AND OTHERWISE DAMAGED AREAS OF COATING ABOVE LOW WATER SHALL BE GENEROUSLY COATED WITH THE MATERIAL SPECIFIED BELOW FOR THIS PURPOSE.
- THE REPAIRING OF DAMAGED OR ABRADED SURFACES, INCLUDING COATING AREAS REMOVED FROM WELDING, OF THE COAL TAR EPOXY COATING SHALL BE DONE WITH THE COAL TAR EPOXY MATERIAL OF THE SAME TYPE USED FOR THE INITIAL APPLICATION; OR OTHER MATERIAL RECOMMENDED FOR THIS PURPOSE BY THE MANUFACTURER OF THE COATING MATERIALS AND APPROVED BY THE OWNER. REPAIR COATINGS SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS AND DIRECTIONS.
- THE COATING SHALL BE READILY APPLIED WITHOUT THINNING. IF THINNING IS DESIRED BY THE CONTRACTOR, ADDITIONAL COATS MAY BE REQUIRED TO ACHIEVE THE SPECIFIED FILM THICKNESS. THINNING SHALL NOT BE DONE WITHOUT THE PRIOR APPROVAL OF THE OWNER.
- SATISFACTORY PERFORMANCE WILL BE THE BASIS OF ACCEPTANCE OF THE COMPLETED WORK BY THE OWNER. ACCEPTANCE OF THE COMPLETED WORK SHALL BE BASED UPON VISUAL INSPECTION BY THE OWNERS' REPRESENTATIVE FOR PINHOLES, FILM CONTINUITY, AND QUALITY OF APPLICATION. DETECTION OF INADEQUATELY COATED AREAS WILL BE INDICATED BY THE OWNER BY CIRCLING THESE AREAS IN CHALK. THESE AREAS SHALL BE REPAIRED BY THE CONTRACTOR. AT HIS OWN EXPENSE.
- THE FINISHED COATING SHALL GENERALLY BE SMOOTH AND SEMI-GLOSSY. SAGS, DIMPLING, OR CURTAINING SHALL BE CAUSE FOR REJECTION.
- THE CONTRACTOR SHALL SUBMIT A CERTIFIED STATEMENT BY THE RESPONSIBLE COATING SUPPLIER THAT THE WORK WAS DONE IN CONFORMANCE WITH THESE SPECIFICATIONS.



NOT FOR CONSTRUCTION

REVISIONS

New York Yacht Club - In-Water Repairs  
Newport, Rhode Island  
Prepared For: 3 Halden Ave., Newport, Rhode Island  
New York Yacht Club, 400 Main Street, Newport, Rhode Island  
Assessing Pilot #1

ST. JEAN ENGINEERING, LLC  
CIVIL, MARINE AND STRUCTURAL  
CONSULTING ENGINEERING  
209 Armada Neck Drive  
Warwick, RI 02891  
Phone: 401.398.0999  
email: st.jean.engineering@stjeaneng.com

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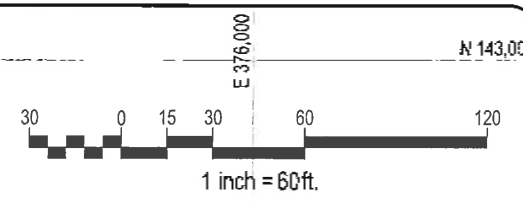




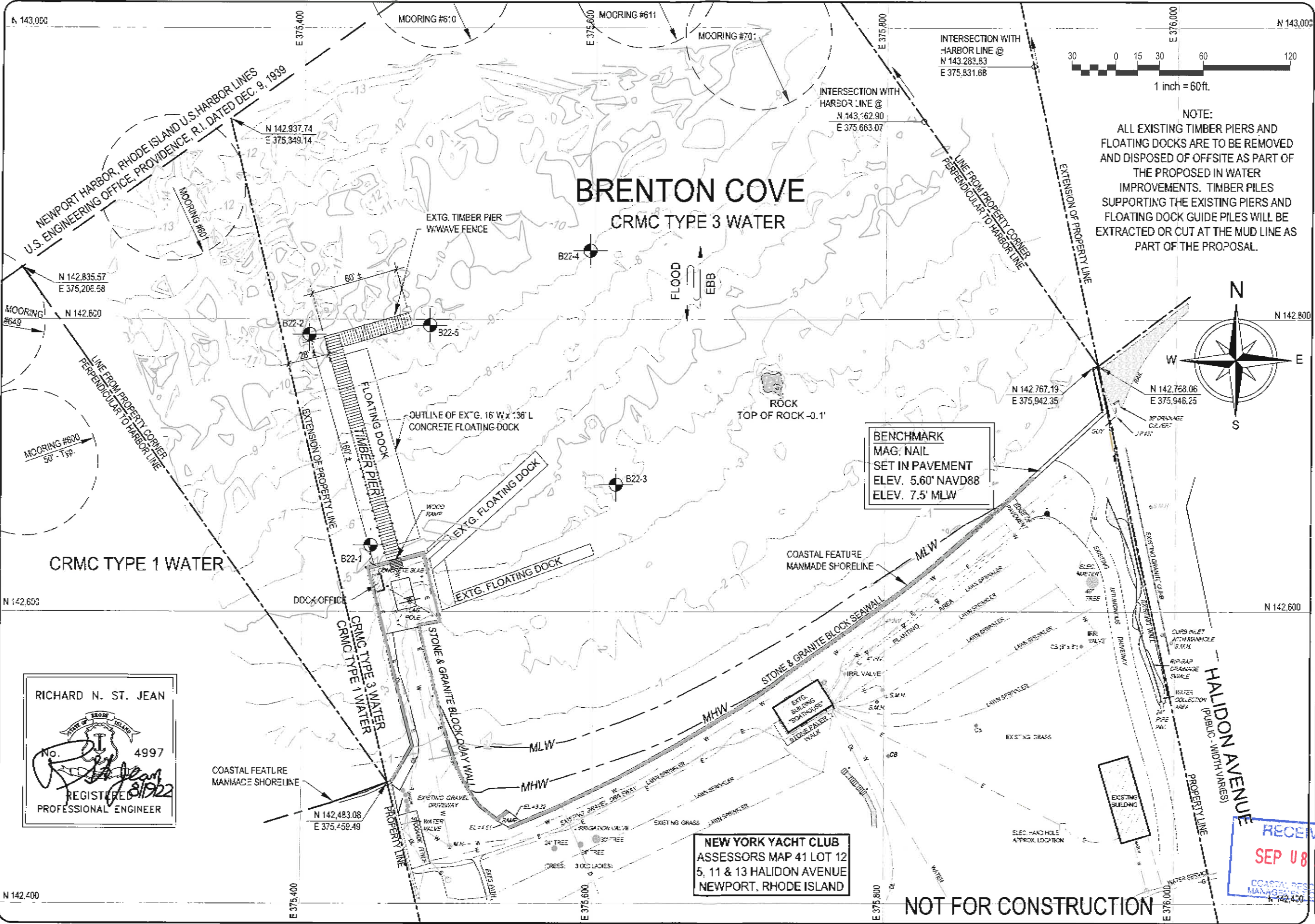
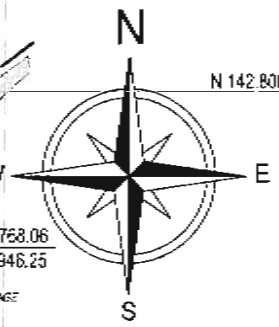


# BRENTON COVE

CRMC TYPE 3 WATER



**NOTE:**  
 ALL EXISTING TIMBER PIERS AND FLOATING DOCKS ARE TO BE REMOVED AND DISPOSED OF OFFSITE AS PART OF THE PROPOSED IN WATER IMPROVEMENTS. TIMBER PILES SUPPORTING THE EXISTING PIERS AND FLOATING DOCK GUIDE PILES WILL BE EXTRACTED OR CUT AT THE MUD LINE AS PART OF THE PROPOSAL.



**BENCHMARK**  
 MAG. NAIL  
 SET IN PAVEMENT  
 ELEV. 5.60' NAVD88  
 ELEV. 7.5' MLW

**NEW YORK YACHT CLUB**  
 ASSESSORS MAP 41 LOT 12  
 5, 11 & 13 HALIDON AVENUE  
 NEWPORT, RHODE ISLAND

**NOT FOR CONSTRUCTION**

**RICHARD N. ST. JEAN**  
 No. 4997  
 REGISTERED PROFESSIONAL ENGINEER  
 8/1922

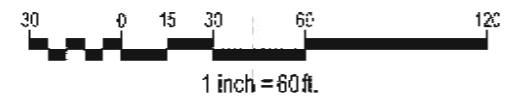
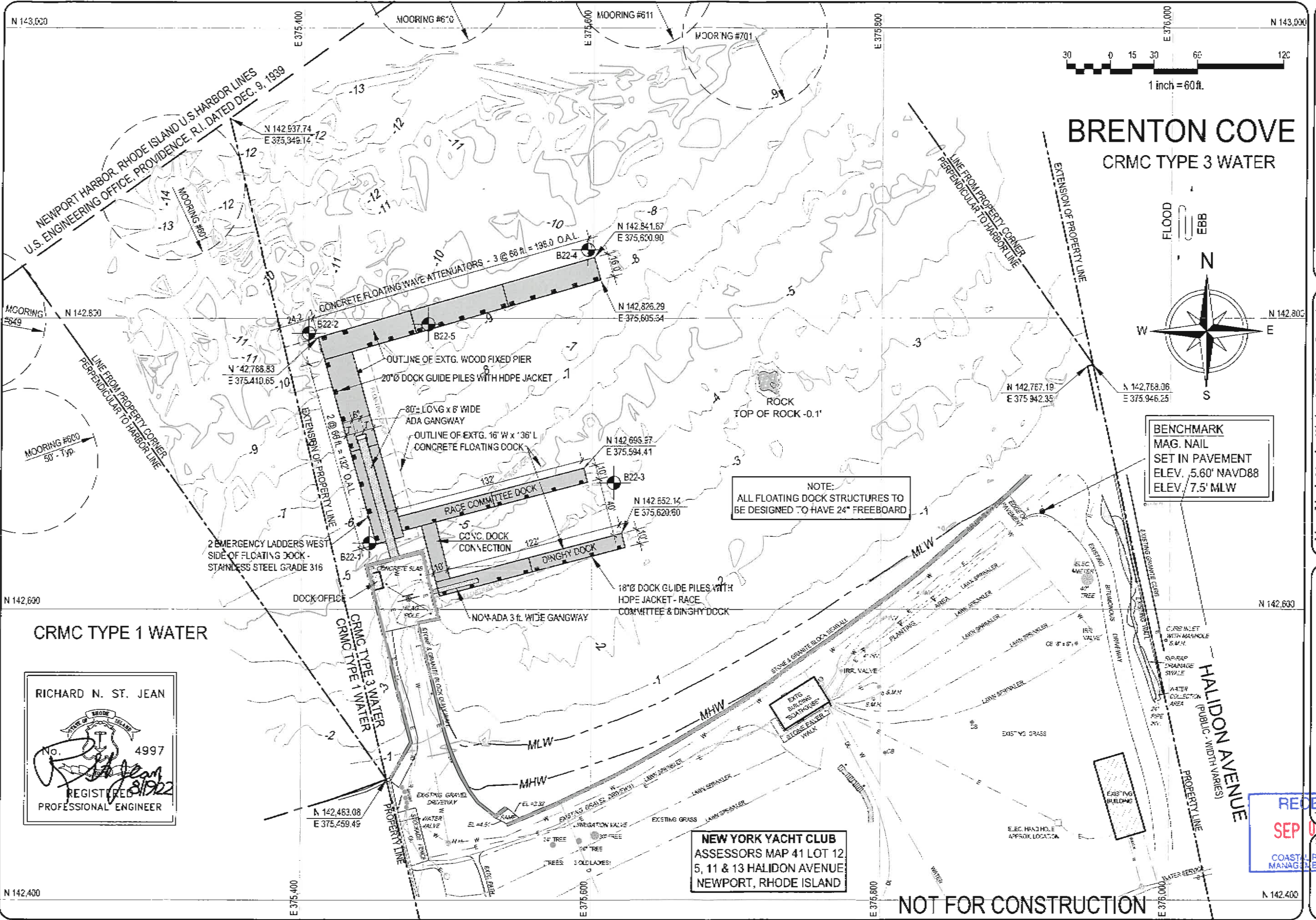
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 SEP 8 2022  
 SHI NO. S8  
 COASTAL RESOURCE MANAGEMENT BOARD

REVISIONS

**New York Yacht Club - In-Water Repairs**  
 Newport, Rhode Island  
 Prepared For:  
 New York Yacht Club, Assessors Plot 41  
 5 Halidon Ave., Newport, Rhode Island  
 Lot 41

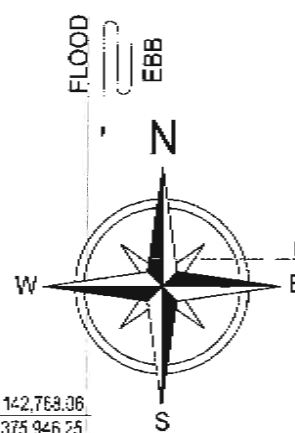
**ST. JEAN ENGINEERING, LLC**  
 CIVIL, MARINE AND STRUCTURAL CONSULTING ENGINEERING  
 Phone: 401.398.0999  
 209 Arnolds Neck Drive  
 Warwick, RI 02818  
 email: st.jean.eng@verizon.net

**Existing Conditions Plan**



# BRENTON COVE

## CRMC TYPE 3 WATER



**BENCHMARK**  
**MAG. NAIL**  
 SET IN PAVEMENT  
 ELEV. 5.60' NAVD88  
 ELEV. 7.5' MLW

**NOTE:**  
 ALL FLOATING DOCK STRUCTURES TO  
 BE DESIGNED TO HAVE 24" FREEBOARD

**NEW YORK YACHT CLUB**  
 ASSESSORS MAP 41 LOT 12  
 5, 11 & 13 HALIDON AVENUE  
 NEWPORT, RHODE ISLAND

**NOT FOR CONSTRUCTION**

**RICHARD N. ST. JEAN**

REGISTERED PROFESSIONAL ENGINEER

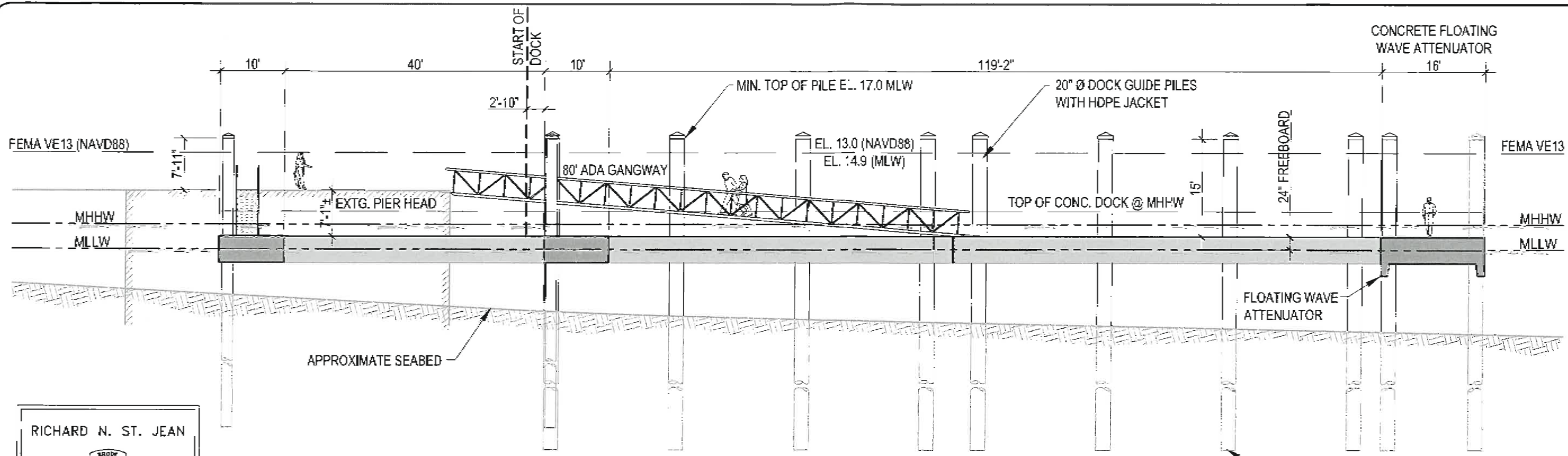
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 SHEET NO. **S9**  
 COASTAL RESOURCES  
 MANAGEMENT CENTER

REVISIONS

**New York Yacht Club - In-Water Repairs**  
 Newport, Rhode Island  
 Prepared For:  
 New York Yacht Club, Newport, Rhode Island  
 Assessors Plat 41  
**Overall Plan - Floating Docks**

**ST. JEAN ENGINEERING, LLC**  
 CIVIL, MARINE AND STRUCTURAL  
 CONSULTING ENGINEERING  
 Phone: 401.398.0999  
 209 Arnolds Neck Drive  
 Warwick, RI 02818  
 email: st.jean.engineering@verizon.net

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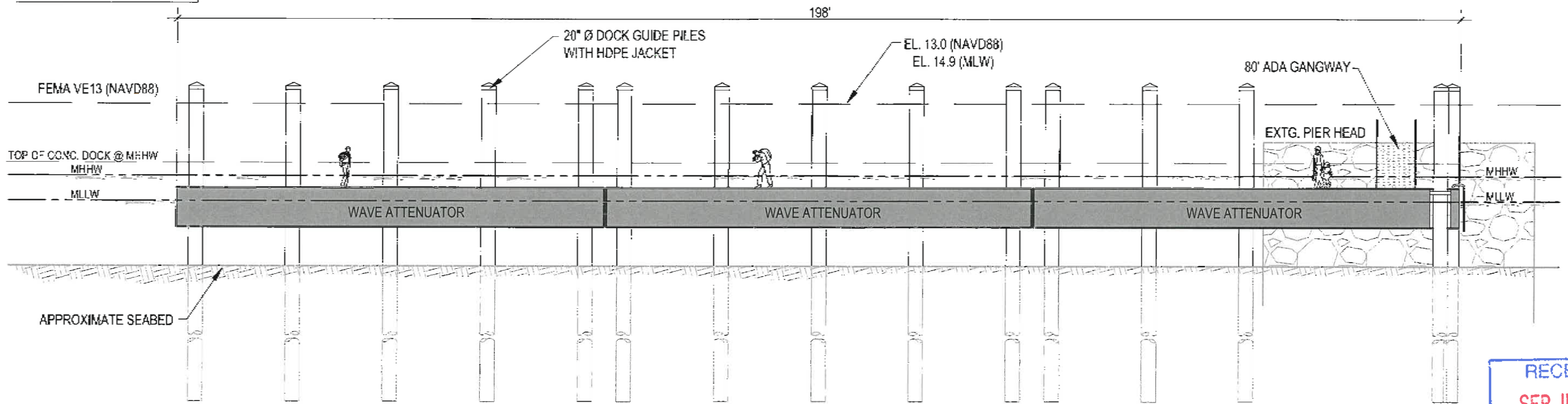


**ELEVATION - PROPOSED FLOATING PIER - LOOKING SOUTHWEST**

SCALE:  $\frac{1}{16}'' = 1'-0''$

DRIVE PILES TO 30 ft. BELOW SEA BED OR UNTIL BEDROCK IS ENCOUNTERED. IF BEDROCK IS ENCOUNTERED INSTALL PILE IN 10 ft. DEEP ROCK SOCKET. (TYP.)

RICHARD N. ST. JEAN  
 No. 4997  
 REGISTERED PROFESSIONAL ENGINEER  
 8/19/22



**ELEVATION - PROPOSED FLOATING WAVE ATTENUATOR - LOOKING SOUTH**

SCALE:  $\frac{1}{16}'' = 1'-0''$

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 COASTAL RESOURCE MANAGEMENT COUNCIL

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REVISIONS

New York Yacht Club - In-Water Repairs  
 Newport, Rhode Island  
 3 Thimble Ave. Newport, Rhode Island 02841  
 Sections & Elevations

ST. JEAN ENGINEERING, LLC  
 CIVIL, MARINE AND STRUCTURAL CONSULTING ENGINEERING  
 Phone: 401.398.0999  
 email: st.jean\_engineering@stjean.net  
 200 Annals New York  
 Warwick, RI 02818

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