

Bonnet Shores Fire District Harbor Management Plan

*As adopted by the Bonnet Shores Fire District Council
May 20, 2020*



Bonnet Shores Fire District Harbor Management Plan

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Bonnet Shores Fire District Harbor Management Plan

Introduction

The State of Rhode Island approved enabling legislation for the Bonnet Shores Fire District (the “Fire District”), independent from the Narragansett Town (the “Town”), in 1974, and a subsequent implementing ordinance in 1976 for the management of vessels and moorings in the waters immediately adjacent to the Fire District. The Bonnet Shores Fire District Council (the “Council”) is further authorized to appoint its own harbormaster (the “Harbormaster”) to enforce any harbor regulations for the Fire District, and who may also be granted additional powers and jurisdiction from the Town. This Fire District’s Harbor Management Plan shall remain separate from the Town administratively; however, it is contained as an element of the Town's overall Harbor Management Plan.

The Fire District was incorporated by the R. I. General Assembly in 1932, and the Fire District has a degree of autonomy from the Town. The ordinances and bylaws relating to harbor management and the appointment of a harbormaster are replicated in Appendix 4 to this Harbor Management Plan. Although operating under a separate harbor management ordinance and bylaw, a cooperative relationship exists between the Fire District and the Town in relation to harbor management measures.

Many of the general recommendations in the Town’s Harbor Management Plan may also apply to the Fire District, except for any specific issues and areas as noted. The issues, goals, and recommendations which are addressed in this Harbor Management Plan concern only those water-related matters which are unique to the Bonnet Shores area and the adjacent coastal waters within its jurisdictional limits.

Multi-Use Inventory

The main harbor area of Bonnet Shores (the “Harbor”) can be described as a cove which is located shoreward of a line drawn from the east end of Onondegia Road and extending in a southeast direction to shoreward of a line drawn from the east of Anchorage Road. A stone jetty extends seaward from the east end of King Philip Road and divides the area into two sections, north and south of this feature. Moreover, a sandbar extends from the east end of Onondegia Road to the east end of Anchorage Road and is often partially exposed at low tides. This sandbar further divides the cove into an inner and outer harbor, although during high tides the sandbar will be approximately 6' below the surface of the water. (See Appendix 3, Map 3)

Immediately to the north of the stone jetty is a small beach area. Immediately to the south of the stone jetty is a launching ramp and lying adjacent to the south of launching ramp is a fixed pier with a floating dock. The dock extends approximately 25 feet seaward from the mean high tide line. The mooring area is divided by the sandbar into two separate usable areas; one area is located south of the stone jetty and shoreward of the sandbar, and the other area is east and seaward of the sandbar. No swimming or waterskiing is permitted in the mooring areas.

Approximately 30 moorings for small boats are accommodated in the portion of the mooring area to the south of the stone jetty, and shoreward of the sandbar. Approximately 37 larger vessels are accommodated by the area outside and east of the sandbar, the entire area is known as the Mooring Field. A fairway extends seaward from the launching ramp and dock.

The shoreline south of the Harbor to Bonnet Point is rocky and is occupied mainly by recreational fishermen and sightseers. Some lobster traps and occasional divers and surfers can be found in the near-shore area.

To the north west of Bonnet Point is a sandy beach known as Kelley Beach, which is owned by the Bonnet Shores Land Trust. West of the Kelley Beach is a narrow inlet connecting Wesquage Pond to the open waters of the Narragansett Bay. West of the inlet is a sandy beach owned by the Bonnet Shores Beach Club and is utilized by the beach club members and their guests. These areas for the purposes of this Harbor Management Plan are collectively known as “Bonnet Beach”. Bonnet Beach is used for recreational swimming and is marked with buoys which are placed to prohibit boat traffic and to demarcate the area for swimmers. The rocky shoreline then resumes and continues south from the Bonnet Beach area.

There are no marinas, boatyards, commercial fish facilities, boardwalks, municipal shoreline zoning districts or federal navigation projects covered by this Harbor Management Plan.

Natural Resources

In the Harbor, eelgrass beds can be found shoreward of the sandbar. Flounder and fluke reside in the outer Harbor seaward of the sandbar. Various finfish such as striped bass and blackfish are species which congregate in the area near the north end of the Harbor, as well as to the south towards Bonnet Point. Lobsters and crabs can also be found south of the Harbor to Bonnet Point.

Bonnet Beach is a moderately developed sandy barrier beach, and, when the weather is harsh, particularly from a southerly direction, striped bass can be found working the surf. Blue fish come directly into the Bonnet Beach cove area as well. Sea clams also accumulate in the cove area.

Currently there are no areas identified as wildlife or conservation studies. There are currently no intensive scientific research areas. There are no commercial fishing areas, anadromous fish runs, spawning areas, or shellfish beds.

Wesquage Pond

Wesquage Pond is a barrier pond located in the Fire District to the north of Bonnet Beach. It is divided by a causeway into a 58-acre east basin and a 13-acre west basin and is fed mainly by surface runoff from the surrounding area. Freshwater inputs also come from a stream that contributes to the 400+ acre watershed on the north side of the pond. Overall, the pond contains generally brackish water, though the west basin is less saline than the east. A salt marsh exists adjacent to the pond.

A wide expanse of land surrounding the entire Wesquage Pond is located within the 100-year flood zone. The flood zone is particularly pronounced on the southern and northeastern sides of the

pond. The soils immediately surrounding the pond are predominantly characterized by high water tables. The north and the northeast shores of the pond are sewered.

An inlet to Wesquage Pond is located on the south side of the east basin on Bonnet Beach. The Fire District has a permit on file with the state agency, Coastal Resource Management Corporation (“CRMC”) for seasonal dredging of this inlet. In addition, flushing action over Bonnet Beach occurs from Narragansett Bay during times of high tides and storm events.

The average depth of Wesquage Pond ranges between 4 – 5 feet and it has a soft mud bottom. Fish species such as pike, freshwater bass, and perch can be found in the waters of the pond, and numerous species of waterfowl dominate the general area as well. The Narragansett Comprehensive Land Use Plan documented less than 10 docks on the pond.

Harbormaster and Jurisdictional Boundaries

The Bonnet Shores Fire District Act of Incorporation was amended on May 8, 1974 (74-S 2641 A) to authorize the appointment of a harbormaster (the “Harbormaster”). The Harbormaster’s various powers and duties as amended are described in Appendix 4 to this Harbor Management Plan.

CRMC Water Types

All the coastal waters surrounding the Fire District, including Wesquage Pond are classified as Type 1 conservation areas by the CRMC. The one exception is for those waters north of a line extending seaward from Bonnet Shores Road, which are classified as Type 2, or low-intensity use (see Appendix 3, Map 1). In addition, southern Wesquage Pond, from the inlet south to the sea, including all land occupied by the Fire District and Bonnet Shores Beach Club, is classified as a Moderately Developed Barrier Beach by the CRMC.

Priority Uses for Type 1 and Type 2 waters, are identified respectively in the CRMC Redbook at Sections at 200.1.C.1 and 200.2.C.1 as follows:

“Type 1 – The Council’s goal is to preserve and protect Type 1 waters from activities and uses that have the potential to degrade scenic, wildlife, and plant habitat values, or which may adversely impact water quality of natural shoreline types.

Type 2 – The Council’s goal is to maintain and where possible restore the high scenic value, water quality, and natural habitat values of these areas, while providing for low-intensity uses that will not detract from these values.”

Department of Environmental Management Water Quality Classifications

The Rhode Island Department of Environmental Management (“DEM”) classifies the waters surrounding the Fire District as class SA. Class SA is the highest salt-water designation which waters in the state can receive. SA waters are suitable for bathing and contact recreation, shellfish

harvesting for direct human consumption, and for fish and wildlife habitat (see Appendix 3, Map 2).

Federal Emergency Management Agency Classifications

The entire east facing shoreline of the Fire District is classified by the Federal Emergency Management Agency (“FEMA”) as a velocity zone, as is northern Wesquage Pond and the Bonnet Beach Area. Wesquage Pond and the adjacent southern shoreline are further classified by FEMA as an Undeveloped Coastal Barrier.

Programs to Minimize Water Pollution

The Fire District shall aid the Town in enforcing the prohibition of sewage discharge from boaters. Violators will be subject to laws of the Town.

The Fire District shall continue the educational program for boaters to keep them aware of the “no discharge” zone. Specifically, all such related Fire District activities shall be consistent with RIGL § 46-12-39 Discharge of sewage from boats as follows:

– (a) It shall be unlawful to discharge any sewage from a boat into the waters of the state unless discharged via a marine toilet which is either a marine sanitation device-type I, or a marine sanitation device-type II, in proper working condition.

(b) It shall be unlawful to discharge any sewage from a boat into the waters of the state in an area which has been declared to be a no discharge zone.

(c) It shall be unlawful to operate or moor in the waters of the state, a boat which is equipped with a marine toilet which is not a type approved pursuant to the Clean Water Act, 33 U.S.C. § 1251 et seq., and that is in proper working condition.

(d) It shall be unlawful to operate or moor in the waters of the state in an area declared to be a no discharge zone, a boat which is equipped with a marine toilet which is not properly sealed to prevent discharge of sewage into the water.

(e) No discharge zones shall be identified by the department of environmental management. The department of environmental management shall utilize criteria established under the Federal Water Pollution Control Act of 1972 (Water Quality Act), 33 U.S.C. § 1251 et seq., and 40 CFR 140.4 in identifying such areas, and shall be the sole agency of the state in seeking federal designation of such areas; it shall seek the advice and comment of the Coastal Resources Management Council (CRMC). Municipalities of the state may nominate areas for designation as no discharge zones only as an element of a Harbor Management Plan (HMP) approved by the CRMC in accordance with established regulation.

Pump-Out Policy

The Fire District's pump out policy is to adhere to all Rhode Island state regulations. The Fire District does not have any pump out facilities. The nearby town of Jamestown, offers free pump out stations at two locations, East Ferry (one on the outer, north facing touch and go dock, and one on the inner touch and go dock) and West Ferry, Dutch Harbor. The pump outs are available 24 hours a day during the boating season, they are free of charge. The Fire District does not permit any discharge into the Harbor and all moored boats are required to have a "no-discharge" sticker affixed to them as required by DEM.

Inorganic Waste Management

The Fire District will develop a disposal program to address the issue of inorganic materials including waste oil, plastics, trash, paint and varnish. In addition, a disposal site that is convenient to boaters will also be explored.

Action Agent: Harbor Master

Time Frame: 2 years.

Wherever significant shallow water habitats are identified the Fire District will restrict boating activities to decrease turbidity and destruction of such habitats.

Boating Safety

The Harbormaster is responsible for overseeing the enforcement of safe boating regulations such as, but not limited to, reckless operation and excessive speed within Bonnet Shores' coastlines.

To increase enforcement response time and/or timeliness with the Harbormaster and other law enforcement agencies, lifeguards will have communication devices such as two-way radios and/or cell phones. Copies of the Fire District's rules and regulations as well as the Rhode Island Boating Regulations are available on request. The Harbormaster will contact the Power Squadron to schedule seminars concerning safe boating among other topics at the Bonnet Shores Community Center depending on interest. The Harbormaster will also contact the Coast Guard Auxiliary to schedule Yearly Courtesy Examinations, depending on interest. Speed limit and "No Wake Zone" buoys have been placed at the eastern edge of the Mooring Field to eliminate damage from wake or irresponsible vessel operation.

Storm Preparedness

When there is a prediction that a severe coastal storm will hit the Bonnet Shores area, the Harbormaster will ensure that the gate at the launch ramp is locked in the open position and that an attempt is made to notify each mooring holder of the impending storm and the impact it may have on their vessels. Every effort will also be made to secure volunteers to help in the removal of the dock and gangway to a safe location. The Bonnet Shores Harbor Committee ("Harbor Committee") is currently researching the cost and feasibility of extending and/or raising the existing stone jetty to give further protection to the moorings in the Harbor. A detailed Storm Preparedness Plan has been prepared, see Appendix 2 of this Harbor Management Plan.

Public Access

The roads in the Fire District are private and there is no parking on any of the streets. While easements associated with public utilities may represent potential rights-of-way to the shore, there are no potential CRMC rights of way recognized at this time.

Moorings and the Mooring Field

The Fire District manages and collects fees for the moorings in the Mooring Field at a rate that is determined by the Council on a yearly basis. Mooring permits must be filled out on a yearly basis. (see Appendix 1, Figure 1). The Harbor has the capacity to hold approximately 75 moorings due to water depths and the natural configuration of the Harbor area. There are currently 67 moored vessels in the mooring area. A waiting list open to all members of the public is maintained. The Fire District residents shall be given preference for moorings in the mooring area; all moorings shall be allocated at a no greater than 3:1 resident to non-resident ratio. The transfer of mooring permits shall be consistent with the CRMC requirements in the *Guidelines for the Development of Municipal Harbor Management Plans*.¹

The Mooring Field's perimeter is described by the following corner points, expressed in Rhode Island State Plane Feet (see Appendix 3, Map 3):

NW corner: 350183E, 146771N
NE corner: 350542E, 146766N
SE corner: 350554E, 145543N
SW corner: 350181E, 146233N

Lines connecting these corner points approximate a rectangular area that encloses the deeper waters of the Mooring Field. The Mooring Field perimeter is completed by a line that follows the sinuosity of the coastline and connects the southeast and southwest corner points described above.

Inspection of moorings is the responsibility of the individual mooring owners. A signed document verifying inspection is required to be kept on record with the Harbormaster as a condition for placing a mooring in the Mooring Field. Minimum mooring specifications as defined in section 7 of the Bonnet Shores Fire District Harbormaster Ordinance See Appendix 4, are as follows:

Table 1. Minimum Mooring Specifications

Boat Size	Chain Size	Rope Size	Mushroom Weight
12' – 14'	5/16"	1/2"	50 lbs.
14' – 17'	5/16"	1/2"	75 lbs.
17' – 20'	3/8"	1/2"	100 lbs.

¹ See the Guidelines at Section III (Required Elements of a Harbor Management Plan), subsection B (Issue Identification Elements), subsection 3. (Mooring Management), item (m).

20 – 23'	3/8"	5/8"	150 lbs.
23' – over	1 / 2"	5/8"	200 lbs.

An exception to the above specifications applies to the 15 ecological moorings in the inner harbor (see Appendix 5 Figure 2). These 15 ecological moorings are required by CRMC due to the presence of Eelgrass beds. Each ecological mooring is secured by a 250lb inverted pyramid weight with two floating three-foot cords attached to the weight and a chain at the upper end to regulate depth.

The determination of where moorings shall be located is the responsibility of the Harbormaster, who keeps on record a detailed map of the Mooring Field. Moorings are located within the Mooring Field, with small boats concentrated in the inner harbor shoreward of the sandbar, and larger vessels seaward of the sandbar, in the outer harbor. Actual placement of moorings is the responsibility of the individual mooring owners at the request of the Harbormaster.

Every year, each mooring holder will sign and submit a form to the Harbormaster indicating that his/her mooring tackle has met the requirements of the Fire District and is in good working order. Every three years, the moorings are required to be officially inspected. This will insure that all moorings have been inspected and will set uniform minimum standards which all mooring holders will have to meet as a requirement for obtaining a mooring permit. (See Appendix A Figure 2 Float and Gear Verification).

Transient anchoring is permitted anywhere outside of the Mooring Field but is discouraged adjacent to the swimming areas north of the stone jetty. This has been the policy of the Fire District due to the potential for unmanned boats to break free and go into swimming areas or into other vessels. Transients may access the dock for 15 minutes for loading and unloading of persons and gear.

The Fire District will require that all moored vessels are kept within the Mooring Field perimeters except those on riparian moorings.

The Mooring Field and moorings will be situated in such fashion as to keep them from interfering with access to fairways, channels, docks, piers, floats, and launching ramps.

There are currently no Federal navigation projects in the Fire District. Moorings will not be allowed in Federal navigation projects.

Swimming and water skiing are prohibited in all designated channels, fairways and mooring areas.

Mooring areas will be sited so as not to substantially interfere with designated shellfish management areas, traditional fishing grounds, public recreational areas and conservation areas.

Mooring areas will be sited so as not to significantly affect finfish and or shellfish resources, wetlands, submerged aquatic vegetation and aquatic habitat.

Mooring areas will be sited to ensure that mooring field expansions or new mooring fields have adequate flushing.

Mooring areas will be sited to ensure that mooring fields have no adverse effects on water quality.

Swimming Areas

The Fire District manages two swimming areas and provides lifeguards at Kelley Beach during the summer season.

1) One of these swimming areas is located in the Harbor to the west of the Mooring Field (see Appendix 3, Map3) and has a perimeter described by the following corner points, expressed in Rhode Island State Plane Feet Coordinates:

NW corner: 349846E, 146442N

NE corner: 349989E, 146442N

SE corner: 349867E, 146296N

SW corner: 349989E, 146279N

Lines connecting these corner points approximate a rectangular area, the southern and western boundaries of which follow the sinuosity of the coastline and connect the southeast and northwest corner points described above.

2) The other swimming area is located at Kelley Beach near the creek that runs from at the southern end of the Fire District (see Appendix 3, Map 4). This swimming area's perimeter is described by the following corner points, expressed in Rhode Island State Plane Feet Coordinates:

NW corner: 348700E, 141867N

NE corner: 348964E, 141795N

SE corner: 348884E, 141549N

SW corner: 348444E, 141591N

Lines connecting these corner points form a skewed rectangle. This swimming area is also designated by a line of orange floats. No vessel, except for lifeguard boats may be in the area between the orange floats and the beach.

Beaches

There are three beaches designated under this Harbor Management Plan:

- 1 Bonnet Shores Beach Club Beach located west of the inlet is a sandy beach owned by the Bonnet Shores Beach Club and is utilized by the beach club members and their guests. The Bonnet Shores Beach Club maintains lifeguards for its members and guests.
- 2 Kelley Beach located east of the inlet is a sandy beach owned by the Bonnet Shores Land Trust and is utilized primarily by the Fire District's residents and guests. The Fire District maintains lifeguards for the Fire District's residents and their guests.

- 3 Little Beach located just to the north of the stone jetty in the Harbor area is a sandy/rocky beach owned by the Bonnet Shores Land Trust and is utilized primarily by the Fire District's residents and guests. No lifeguards are maintained at this location, a sign is posted indicating this.

All beaches are private. It is important to note that in Rhode Island, the mean high tide line divides the private portion of a beach with the public portion, the latter of which is located seaward of the mean high tide line. Private residences occur on beach to the mean high tide line.

Windsurfing areas

There are no designated windsurfing areas.

Launch Ramp

Taxpayers of the Fire District wishing to utilize the launch ramp to launch vessels only will pay a fee to the Fire District to do so. This fee will be determined by the Council and will be reviewed yearly. This ramp was built using private funds on property deeded to the Fire District. Use of the ramp is controlled via a locked gate, with the Harbormaster controlling access. All vessels using the ramp must have a Bonnet Shores launch sticker affixed to the vessel in the area designated by the Harbormaster (see Appendix 1, Figure 3).

Conclusion

The objective of the Fire District is to provide for an efficient and equitable system of harbor management for all persons, waters, and shorelines within its jurisdiction. Preservation of the environment, promotion of personal and boating safety, mooring management, and enforcement of the Harbormaster Ordinance is essential for this objective to be met. Coordination, cooperation, and consistency with all harbor management and enforcement officials on the local, state, and federal levels shall occur, and will follow the proper hierarchy within the present system.

APPENDIX 1

Figure 1 - Mooring Permit Application

Applicant's Name _____

Address _____

City _____ State _____ Zip _____

Phone (cell) _____ Email Address _____

Applicant's Winter Address (if Different)

Address _____

City _____ State _____ Zip _____

Boat Information

Registration Number _____

Vessel Name _____ Make _____

Length _____ Beam _____ Draft _____

Vessel Type _____

Mooring Rules and Regulations:

- When mooring rights have been terminated, it is the owner's responsibility to remove the mooring's tackle and gear within two weeks or it becomes the property of the Fire District
- Moorings are not transferable. If you sell your property or decide not to renew your mooring it goes back to the Fire District and is given to the next available tax payer from the waiting List
- All mooring must have mooring number on the float or mooring may be removed
- Only registered/FIRE DISTRICT stickered boats are allowed on assigned moorings. Notify Harbormaster if different.
- Every vessel on a mooring or using the dock or ramp must have a Bonnet Shores sticker.
- The launching ramp gate must be re-locked immediately after use.
- The dock is for loading and unloading only or the boat may be removed at the owner's expense. 15-minute max.
- Do not leave unattended fuel on the dock.
- Swimming or diving from the dock is prohibited.
- No wake in the mooring area (5 mph speed limit)
- No parking vehicles or trailers on the side of the road or beach area, loading and unloading only, 30-minute max.

Signature _____ Date _____

\$200.00 Mooring Permit Fee Received on _____ by _____ Ck# _____

APPENDIX 1

Figure 2 - Float and Gear Verification

Float size _____

Number and name on float _____

Boat size _____

Chain size _____

Rope size _____

Mushroom size _____

Date last inspected (Must be with last three years) _____

Inspected by _____

Mooring Holder Signature _____

APPENDIX 1

Figure 3 - Bonnet Shores Fire District Launch Ramp Access Application

Applicant's Name _____

Address _____

City _____ State _____ Zip _____

Phone (cell) _____ Email Address _____

Boat Information

Registration Number _____

Vessel Name _____ Make _____

Length _____ Beam _____ Draft _____

Vessel Type _____ (Personal watercraft operator certification must be presented to the Harbor Master prior to issuance of launch ramp sticker for that type of vessel)

Sticker Number _____

Launch Ramp and Harbor Rules and Regulations:

- Every vessel using the launch ramp or dock must have a Bonnet Shores Fire District Permit sticker affixed in the proper place
- Unless other arrangements have been made, access to the locked launch ramp will require a call to the Harbormaster at (401) 895-0099 at least 24hrs. prior to requested use. No calls prior to 8am or after 6pm except in case of emergency
- The launch ramp gate **must** be re-locked immediately after use
- The dock is for loading and unloading only (15 minutes max.) or the vessel may be removed at the owner's expense
- Do not leave unattended fuel on the dock
- Swimming or diving from the dock is prohibited
- No parking vehicles or trailers on the side of the road
- The dock and harbor area are designated as a no wake zone with a speed limit not to exceed 5 MPH
- No person shall operate any vessel in a reckless or negligent manner so as to endanger the life, safety, or property of any person
- No parking vehicles or trailers on the side of the road or beach area, loading and unloading only, 30-minute max.
- Failure to abide by these rules and regulations may result in revocation of the Bonnet Shores Fire District sticker and /or citation.

The undersigned acknowledges the receipt and understanding of the rules and regulations pertaining to the launch ramp and harbor area and agrees to abide by these rules.

Signature _____ Date _____

\$50.00 Launch Ramp Fee Received on _____ by _____ Ck# _____

APPENDIX 2

Storm Preparedness Plan

Authority

The primary authority for carrying out the responsibilities detailed in this plan (the “Storm Preparedness Plan”) is vested with the Harbormaster, who will work in cooperation with the Narragansett Harbor Commission. However, to successfully complete the activities outlined in this Storm Preparedness Plan, the Harbormaster is required to work with other Fire District departments including the Council and Harbor Committee, Beach Committee, and also the Town Police Department, the Town Fire Department, the Town’s Department of Public Works and the Emergency Management Officer.

Goals of the Harbor Hazard Mitigation Plan

To prevent the loss of life and property by:

- Properly preparing for storm events
- Having a completed and enforceable response and recovery plan
- Working in cooperation with Harbor and shorelines users to ensure that a coordinated approach is applied to hazard mitigation
- Integrating Harbor hazard mitigation activities with other, ongoing, local hazard mitigation programs
- Identifying and completing long term actions to redirect, interact with or avoid the hazard

General Harbor Characteristics

The bottom consistency of the Mooring Field is mainly sandy. The average depth inside the sandbar is approximately 4 feet, and outside the sandbar is 10 feet.

The surrounding Harbor uses can be divided into three general uses:

1. Open space – approximately 25% of the Fire District’s waterfront is open space
2. Residential – approximately 65% is residential land use. Generally, the single-family dwellings are built upon lots that range from 10,000 square feet to 1 acre.
3. Private Beach Club - approximately 10% of the Fire District’s waterfront is occupied by the Bonnet Shores Beach Club.

High Hazard Areas

Historically, the Harbor areas have been vulnerable to wind and wave damage and flooding.

Risk Assessment Table

Threat	Marine interest	Effect	Result -1	Result -2
Flood/surge	Boaters on moorings and the dock	Decreased scope	Dragging, sinking	Threaten other boats and shoreline homes
	Private residences	Flooded property Dock topping piles	Freed dock and boats	
Wind	Boaters on moorings	Windage	Dragging or pennant structural damage	

Strategies for Preparedness, Response and Recovery

The Harbormaster, in conjunction with the United States Coast Guard, will coordinate all Harbor activities related to preparation, response and recovery. This will be done in coordination with the Council, Harbor Committee, and the Beach Committee. In addition, the Harbormaster will coordinate with the Town Police Department, Town Fire Department, Department of Public Works and the Emergency Management Officer.

The Fire District, through its Harbormaster, in conjunction with the United States Coast Guard, will activate the following preparedness, response and recovery plan 72 hours prior to a severe storm event or as necessary for unpredictable events.

Preparedness

Level 3: 72 Hours

1. If hurricane, begin tracking and monitoring hourly weather reports
2. Contact any services under contract for after event services to assess their readiness
3. Manage Harbor traffic as it increases during marina/boater preparation activities
4. Ensure fuel tanks are full and reserve batteries are charged
5. Inventory and update first aid equipment and other onboard emergency tools
6. Contact local marinas and boat moving companies for statuses to relay to mariners
7. Maintain radio watch
8. Alert local community, encouraging boat owners to seek safe refuge, remove boats from water, or act to minimize damaging effects
9. Post notice and alert all mooring permit holders to have all vessels removed from the Mooring Field.
10. Keep Marine Safety Office (MSO) Providence appraised of hazardous conditions in the Harbor
11. Document waterfront using photographs or video

12. Start tracking time and resource allocations for possible state and federal reimbursement.

Level 2: 48 Hours

1. Continue to perform activities in Level 3
2. Contact mooring permit holders who are not complying with the Storm Preparedness Plan
3. Assist mooring permit holders with special requests
4. Continue to manage Harbor traffic as it increases
5. Finalize emergency work schedule
6. Confirm arrangements to have Harbormaster vessel hauled and stored
7. Establish liaison with the Town Police, Fire and Public Works Departments
8. Alert maritime community to unsafe conditions in the harbor as needed
9. Curtail regular business activities
10. Begin regular patrols of the Harbor to ensure necessary individual precautions are begin taken
11. Advise MSO Providence as to the status of emergency preparedness in progress
12. Take inventory of individuals who plan on staying on their moored vessels during the storm event.

Level 1: 24 Hours

1. Continue to perform pertinent level 2 activities
2. Final patrol of the Harbor
3. Inventory number of vessels and precautions taken by Harbor and shoreline users
4. Log information on transient boats
5. Fuel Harbormaster vessel
6. Haul and store Harbormaster vessel
7. Complete shoreline survey and final Harbor check from shore
8. Alert Harbor community and MSO to any unsafe conditions in the Harbor

Response

The Fire District's policy is that no emergency watercraft will be dispatched for emergency response during a storm event. All requests for assistance will be forwarded to the nearest Coast Guard Station. This policy will remain in effect unless revoked by the Town Fire Chief or Town Administrator. The Harbormaster will remain on-call to address any Harbor related issues. This will also allow the Harbormaster vessel to begin operation immediately at the end of storm. The Harbormaster shall monitor police, fire and marine frequencies throughout the event.

Recovery

Immediately after the event has terminated, the town has three recovery priorities:

Priority 1: Reestablish the Harbormaster's office as an operational unit to facilitate the second and third priority

Priority 2: Take the necessary immediate action to minimize additional risk to life and property

Priority 3: Reopen the harbor for recovery activity

To achieve these priorities, the following sequential actions will be taken:

Immediate 24 Hours

1. Assess readiness of the Harbormaster's office, correct deficiencies, reestablish radio communications
2. Complete rapid appraisal of damage
3. Provide damage assessment information to Town officials and to MSO Providence
4. Initiate pre-established contracts services companies (towing, salvage) if required
5. Institute security watches as necessary
6. Alert maritime community to unsafe conditions in the Harbor
7. Track time and resource allocation of Harbormaster's office for possible state and federal reimbursement

Mid-Term 1 to 14 Days

1. Complete comprehensive inventory of damage using photographs and video if possible
2. Notify appropriate parties regarding damage (i.e., mooring holders)
3. Provide list of unidentified boats to MSO Providence and DEM Enforcement
4. Contact local Harbor and shoreline users to assess their situation
5. Provide MSO Providence with a daily harbor status
6. Begin to remove large pieces of floating debris from the Harbor
7. Assist the Town and state agencies with damage assessments and emergency permitting process

Long Term 14 to 90 Days

1. Analyze effects of storm on the Harbor. Complete summary report within 30 days of storm event for Town Council and Town Administrator
2. Review mitigation list and selection actions that could be implemented during the recovery phase
3. Conduct an evaluation meeting for Harbor and shoreline users to identify problems not properly addressed by this plan
4. Complete a survey of boat damage
5. Update hazard mitigation plan and identify new mitigation opportunities
6. Assist emergency situations as appropriate
7. Track time and resource allocations for possible state and federal reimbursement.

Harbor and Shoreline Users

Mooring standards have been developed to maximize safety during normal weather conditions. To safeguard a moored boat during a severe storm event, additional precautions will be necessary. These actions will include:

- Improving the connection between the vessel and the mooring chain by using chafing gear and extra lines
- Reducing windage
- Whenever possible, increase scope

Boaters should also consider:

- Bypassing the mooring swivel and attach the chain directly to the pennant
- Hauling their boat and storing it upland
- Leave anchor lights and auto bilge pumps on
- Ensure that self-bailing cockpit drains are clear of debris
- Add an emergency catenary weight at the vessel end of the chain to absorb shock

Boat owners are encouraged **NOT** to stay aboard during major storm events. The Fire District and Town's standard procedure is not to respond to on-the-water requests for assistance during a major storm event. Such requests for assistance will be forward to the nearest U.S. Coast Guard Station.

Shorefront home owners are expected to take the necessary precautions to protect their property.

Special Hazards

Transients vessels not usually moored in the Harbor but seeking safe refuge will be allowed to moor in specified anchorage areas. Transit yachts will not be allowed to tie to a mooring if not authorized by both the mooring owner and the Harbormaster. Transient vessels seeking shelter will provide the Harbormaster with:

- Name of owner and captain if different.
- Home port
- Registration/documentation numbers
- Length, draft and type (power/sail)
- Number of persons aboard
- Address and phone were owner can be contacted

Inventory of longer term mitigation projects

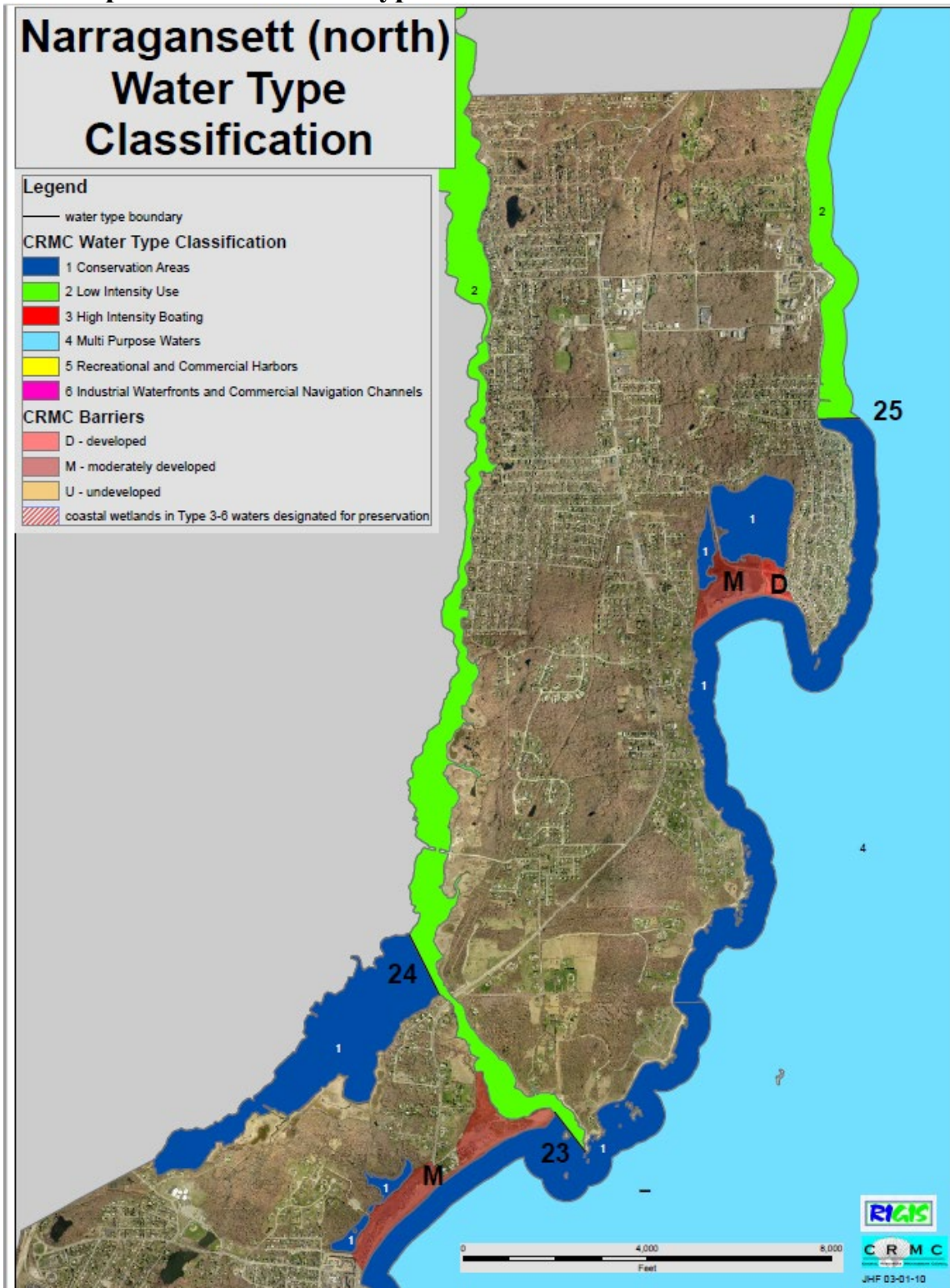
1. Maintaining the existing boulder revetment at Colonel John Gardner Road. Although it does not provide complete protection, there is a measure of safety gained by having the revetment properly maintained.
2. Methods to increase scope within the Harbor without losing surface area maximization should be explored. Actions may include a targeted approach to removing vessels from moorings and increasing the scope with storm pennants for those that remain. In the existing mooring configuration, increasing mooring scope is difficult.
3. Implement an annual education and training program conducted by the Harbormaster for the public. This program should focus on storm preparedness for the boater. Other workshops should be conducted with the help of the Town building inspector and the Town Planning Board to discuss shoreline construction standards and storm proofing homes
4. The Harbormaster should compile a list of educational material that can be shared with Harbor and shorefront users

5. Maintain an accurate lists of principle marine interests including marinas, waterfront business, neighboring Harbormasters, Coast Guard, towing and salvage companies, environmental response teams, key vessel operators (charter boats and ferries) fishing cooperatives, etc.
6. Starting at the beginning of each hurricane season (June 1) the Harbormaster shall:
 - a) Review the Storm Preparedness Plan and update as necessary
 - b) Distribute and post revised plan
 - c) Prepare and distribute a storm checklist to boaters
7. Assess the feasibility of developing a volunteer corp. that can assist the Harbormaster to secure vessels during the storm or maintain security patrols after an event.

APPENDIX 3

Maps

Map 1. CRMC Water Types for the Bonnet Shores Fire District

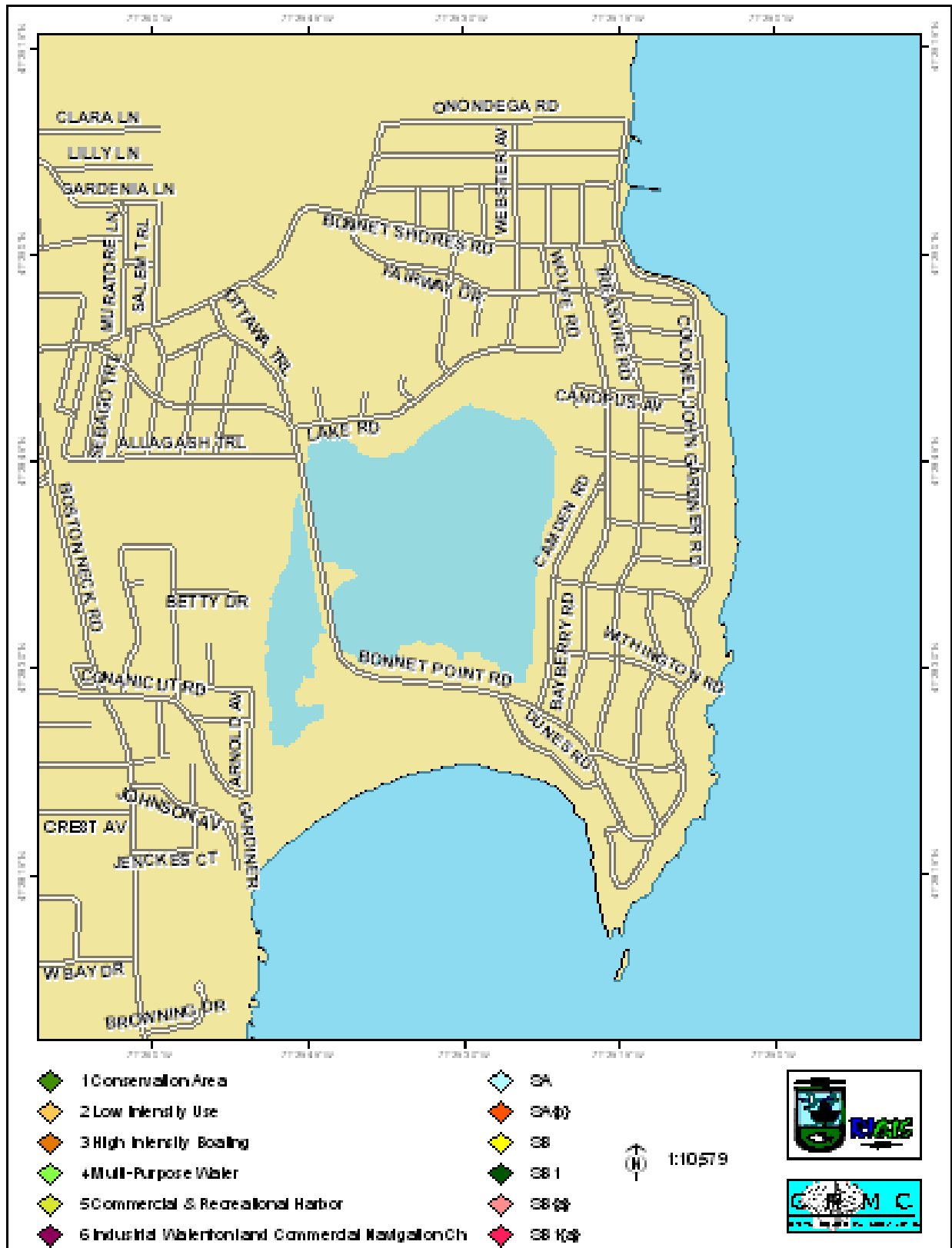


Description of Boundary Line Designations on Map 1

The following boundary line designations describe those points along the coastline where one water use type changes to another. Each mapped boundary is coded by letter on each quadrangle map to a verbal description as listed below. Except where otherwise noted, the water-use classifications along any shoreline reach and between any two boundary line designations run parallel to the general coastal trend and extend 500 feet seaward from the mean high-water mark. All water areas within the bounds of channel markers as depicted on U.S. Department of Commerce Nautical Charts #13221 and #13205 (1978) are considered navigation channels, and are classified as type 3, 4, 5, or 6 waters, as appropriate.

- a. A straight line from the southern end of Maple Avenue to the end of the large wharf at Beaverhead.
- b. A straight line from Southwest Point to the tip of Shore Point.
- c. A straight-line extension of the south side of Bonnet Shores Road.
- d. A straight line across the entrance to Pettaquamscutt Cove from the northernmost tip of land at Little Neck West of the Sprague Bridge, thence generally northwesterly, touching the northeastern border of the wetland called "sedge beds", thence continuing straight to where it meets land on the northern part of the cove entrance.
- e. A straight line across the entrance to the Narrow River from the south side of Clump Rocks to the tip of the Narragansett Beach barrier spit.
- f. A line across the northernmost side of the Route 1 Bridge.
- g. A straight line running from west to east through the center of Nun buoy #24.
- h. A straight line across the inlet to Long Cove at its most narrow point.
- i. A straight line across the inlet to Champlin Cove from the tip of Cedar Point to the southernmost point on Harbor Island.
- j. A line along the outside of the Harbor of Refuge breakwater.

Map 2. DEM Water Quality Classifications for Bonnet Shores Fire District



Map 3. Mooring Field and Swimming Area 1 (CRMC GIS map: C. Chafee)

Note: The approximate area of the Mooring Field is 97,860 ft²

Bonnet Shores Fire District Harbor Management Plan



Map 4. Swimming Area 2

Bonnet Shores Fire District Harbor Management Plan



APPENDIX 4

Bonnet Shores Fire District – Charter extract & Ordinances extract re: Appointment of a Harbormaster and Harbor Management

Section 10: Charter

The Bonnet Shores Fire District Council is hereby authorized and empowered to appoint a harbormaster and to ordain and establish such by-laws, rules, regulations, fees and compensation as such council may deem necessary and expedient for carrying out the provisions hereof. The jurisdiction, powers and duties of such harbormaster shall include but not be limited to the regulations of speed, management, and control of all vessels and the size, type, location and use of all anchorages and moorings within the waters immediately adjacent and contiguous to the Bonnet Shores Fire District including, without limiting the generality of the foregoing, the authority and power to regulate and control water skiing in such confines. Such harbormaster shall have such other and additional powers and jurisdiction as may be granted from time to time by the town of Narragansett. The jurisdiction boundaries of the harbormaster's authority shall be from the most easterly point of land of the Bonnet Shores Fire District, a boundary line shall be drawn northerly and southerly, taking the northern most point of said District, taking a line due easterly from that point and further taking a point from the furthest southern extension of the said district drawing a line due easterly and due westerly where said lines shall intersect all areas bounded therein.

The R.I General Assembly added Section 10 to the BSFD Charter in 1974.

Ordinance X: Harbor and Harbor Master

It is hereby ordained as follows:

SECTION 1. APPOINTMENT OF THE HARBOR MASTER. The Bonnet Shores Fire District (BSFD) Council shall appoint a Harbor Master to serve at the pleasure of the Bonnet Shores Fire District Council, as authorized by the General Assembly of the State of Rhode Island May 8, 1974.

SECTION 2. COMPENSATION. The salary of the Harbor Master shall be an amount set by the Fire District Council.

SECTION 3. AUTHORITY. The Harbor Master shall have full power and authority within the jurisdiction fixed by law to enforce regulations and give directions regarding anchorage, management and control of all vessels within the waters of the Bonnet Shores Fire District.

SECTION 4. REMOVAL OF A VESSEL. The Harbor Master may remove for cause from time to time from any public wharf within the waters of the Fire District, any vessel not engaged in receiving or discharging cargo, or any vessel not anchored or moored in accordance with his directions in the waters under his jurisdiction. Boats are not permitted to traverse or anchor in environmentally sensitive shall water habitats.

SECTION 5. DESIGNATION OF MOORING AREAS. The Harbor Master shall, having due regard to the draft of each vessel and facility of navigation, designate upon a map of the waters subject to his jurisdiction the places where adequate permanent or temporary moorings or anchorage may be maintained.

SECTION 6. DESIGNATION OF MOORINGS. The Harbor Master shall assign all future moorings within the Bonnet Shores Fire District in accordance with the requirements of the boats; that is the length, draft and facility of navigation. Any increase in boat length from the boat length designated on each mooring owner's 2010 application requires approval of the Harbor Master.

- A. Any mooring now in position in the waters of the Fire District may be ordered moved by the Harbor Master, if, in his judgment, such removal be necessary.
- B. The Harbor Master shall designate upon a map of the Boat Cove the locus of each mooring and to said map shall affix or append a list or key designating the name and address of the owner or agent of the owner of each vessel and the size and type thereof. The Harbor Master shall file said map with the Fire District Council and thereafter shall maintain it currently accurate. He shall also maintain two (2) currently correct copies thereof, one for himself and one in a place reasonably accessible to mariners for their convenience in consulting same during hours when the Harbor Master would not normally be available. He shall, on or before July 1 of each year, make a complete and accurate revision of both his Master Map and its copies.
- C. The Harbor Master shall keep a detailed description of each mooring including its date of installation and subsequent inspections, its locus keyed to the map, the owner or agent's name, telephone number, home and business address, and the name, length and rig of the vessel.
- D. The Harbor Master will, at his discretion, assign moorings to residents and/or taxpayers of the district who have heretofore maintained moorings in the Boat Cove insofar as this can be documented. Subsequent assignments will be at the discretion of the Harbor Master; due regard shall be given to mooring needs of the residents within the Bonnet Shores Fire District.
- E. Transfer of a private mooring permit to an immediate family member of the mooring permit holder (brother, sister, mother, father, spouse, children or grandchildren), as designated by the mooring permit holder, provided the transferee is a Bonnet Shores Fire District taxpayer and the boat is registered in their name, on a one-time basis is permitted. Subsequent transfers of the mooring permit by the mooring permit transferee is prohibited under any circumstance.

SECTION 7. MOORING SPECIFICATIONS. Mooring specifications shall be determined by the Harbor Master and posted annually.

SECTION 8. OUTHUALS. Outhauls are subject to the regulatory jurisdiction of the Council. The Council may authorize a municipality to administer an annual permit for such provided said municipality has a Council approved and active harbor management plan and ordinance which contains the following municipal documentation that demonstrates that:

- A. except as provided below, an outhaul(s) is/are to be permitted to the contiguous waterfront property owner; and,
- B. up to two (2) outhauls may be allowed per waterfront property; and,
- C. outhauls are not permitted on properties which contain a recreational boating facility; and,
- D. procedures have been adopted to ensure that permits are issued only consistent with the RICRMP, including the provisions of 300.18; and,
- E. their procedures acknowledge that the CRMC retains the authority to revoke any permits issued by the municipality if it finds that such permit conflicts with the RICRMP; and,
- F. from November 15 to April 15, when a boat is not being secured by the device on an annual basis, the outhaul cabling system shall be removed; and,
- G. outhauls may be “grandfathered” in their current location upon annual harbormaster documentation that such outhauls have been in continuous use at such location since 2004, and, the contiguous property owner(s) agree in writing to such, however, such “grandfathering” is extinguished whenever a recreational boating facility is approved at the location.

SECTION 9. APPEAL. Anyone aggrieved by the action of the Harbor Master in assigning mooring locations or in specifying the nature of the mooring may appeal the Harbor Master’s decision to the Fire District Council, but not before fully informing the Council of the grievance in writing to the Clerk of the Fire District. If the Harbor Master denies a mooring and the applicant can show just cause, he may receive a hearing from the Fire District Council on his rights to have a mooring in the waters of the Fire District.

SECTION 10. OPERATION. No person shall operate any motorboat or any vessel in a reckless or negligent manner so as to endanger the life, safety and property of any person.

- A. No vessel shall be operated in excess of 5 MPH within the Boat Cove.
- B. The Harbor Master shall cause a sign stating the above restrictions to be so placed that it is clearly visible to those operating vessels within the waters wherein the above speed restrictions apply. Such signs will be maintained in place from June 1 to October 1 of each year.

SECTION 11. WATER SKIING. No water skiing will be allowed in the Boat Cove or bathing areas. No water skier or his boat shall approach any stationary or moving object closer than one hundred (100) feet, except as may be incidental to starting or finishing a run.

SECTION 12. POSTING REGULATIONS. The Harbor Master will post and maintain on, or adjacent to, the ramp gate and jetty an adequate digest of those portions of this ordinance relating to the operation of vessels upon the waters under jurisdiction of said Harbor Master.

SECTION 13. NOISE. No operator or owner shall cause or allow excessive noise in the operation of a vessel or watercraft, nor shall said owner or operator allow excessive noise aboard such vessel or watercraft when anchored or moored. Unmuffled sound from engines, outboards or other machinery is not permitted except by permission of the Harbor Master.

SECTION 14. DERELICTS. No derelict boats, motors, piers, wharves or docks shall be allowed in or upon the Fire District's shores.

SECTION 15. OBSTRUCTING PASSAGE. No object other than boats and approved moorings shall be used within the mooring areas which will interfere with the movement of the boats.

- A. Mushroom anchors shall not be left with stems standing vertical.
- B. Floating-type moorings shall not be used for mooring lines.

SECTION 16. PENALTIES. Every owner, master, agent or person in charge of any vessel or watercraft, surfboard, or water skier who shall neglect or refuse to obey the directions of the Harbor Master, or any other enforcement agent of a local jurisdiction, in matters within their authority to direct, and every person who shall resist or oppose such Harbor Master or other authority in the execution of his duties, or shall violate any of the provisions of this ordinance or regulations pursuant thereto shall, upon conviction thereof, be fined not exceeding \$50.00 each offense and each day that such neglect or refusal to obey shall continue after notice thereof given by the Harbor Master or other authority.

- A. Any person who shall remove from a location assigned by the Harbor Master any mooring belonging to another without authority from, or under the direction of the Harbor Master shall, upon conviction thereof, be fined as stated above.
- B. Any individual violating any provision of this ordinance may be cause for the Harbor Master's refusal to allow said individual with his vessel or other watercraft in the waters under the jurisdiction of said Harbor Master for such period of time as may be determined by the Harbor Master of the Fire District Council together with any necessary court action in cases of violation of state or federal law.
- C. If any boat owner, his agent or any other person shall place a mooring or maintain an anchorage or leave his vessel docked at a public wharf elsewhere than designated, said Harbor Master may remove or cause

to be removed the mooring or vessel, or both, at his discretion and may charge the expense thereof to the person so doing.

SECTION 17. COMPLAINTS. All complaints for violation of this ordinance shall be made to the Harbor Master in writing.

SECTION 18. SECTIONS SEVERABLE. The provisions of this ordinance shall be severable and, if any of the provisions shall be held invalid, the decision of the court respecting such provision, or provisions, shall not affect the validity of any other provision which can be given effect without such invalid provision.

SECTION 19. ANNUAL REVIEW. The Harbor Master shall meet jointly with the Fire District Council in the month of March of each year to review the preceding year's operation.

SECTION 20. This Ordinance shall take effect upon its passage.

Revised and Approved, 5-0, May 20, 2020
Revised and Approved, 5-0, March 16, 2011
Adopted February 26, 1976

APPENDIX 5

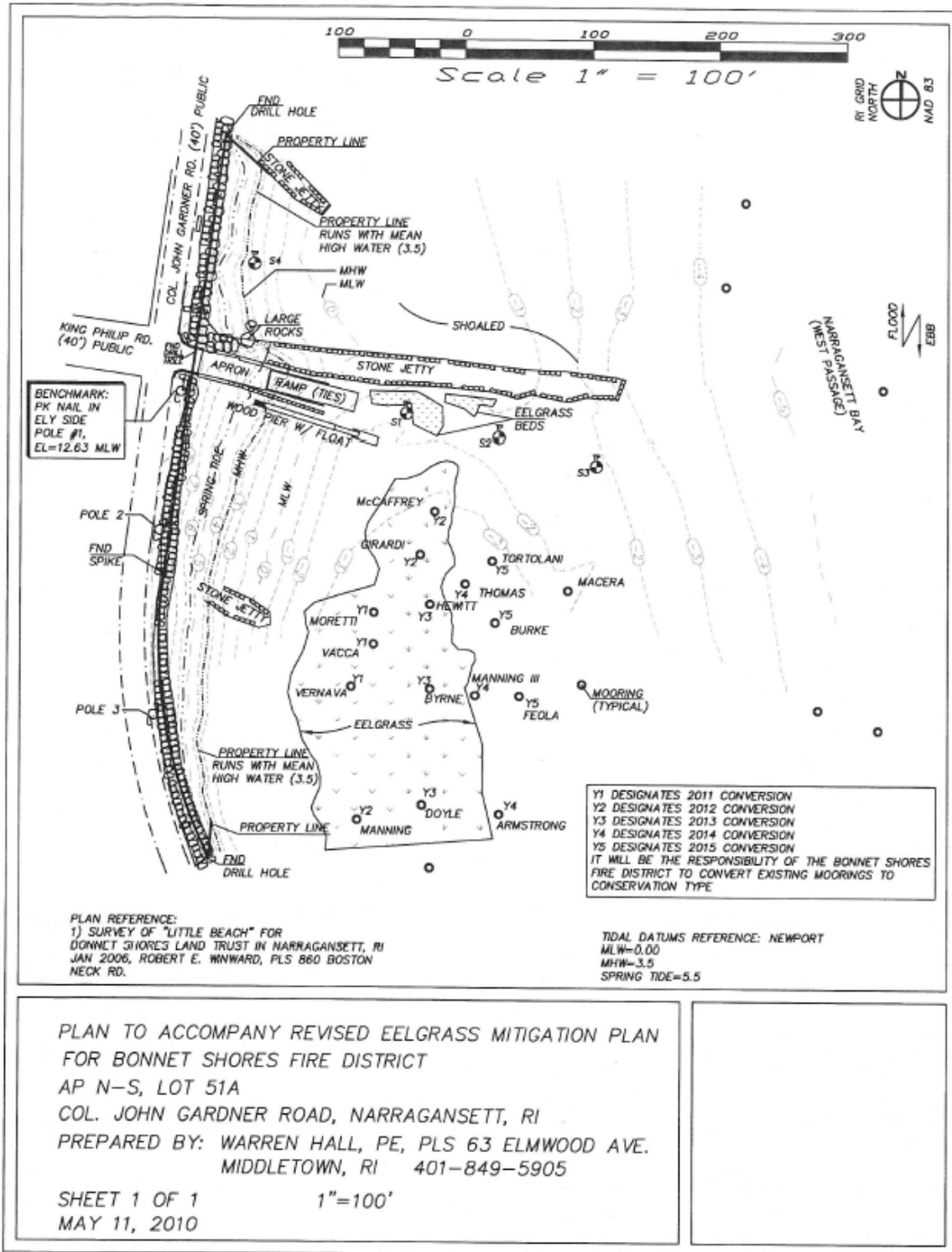
Map 1. Mooring Field Grid



Green = Ecological Moorings, Red = Standard Moorings

Note – Names of mooring holders may change each year

Appendix 5 Map 2. Ecological Mooring Locations



Note – Names of mooring holders may change each year