

Tactics Legend

- DF** Deflection Booming
- DV** Diversion Booming
- EX** Exclusion Booming
- FO** Free Oil Recovery
- PR** Passive Recovery
- SR** Shoreside Recovery
- S** Staging Area
-  Boat Ramp
- BB** Beach Berm
- TG** Tide Gate
-  Protected-Water Boom
-  Open-Water Boom
-  Snare/ Sorbent Boom

Equipment - All Tactics

Boom(ft)	1500
Marine anchors	10
Shore anchors	5
Sorbent Boom(ft)	0
FO Recovery Sys	1
Shore Responders	2
Boat Responders	3
Boats	2

Version

2/15/2023



Response Trailer, Tactics Deployment, and Responder Safety Information






A total of **2** state response trailers are required to implement all the tactics in this GRS.
 Responders should always consider on-scene conditions before deploying GRP tactics.
 Tactics may not be safe or effective under certain conditions.
 Responder safety should always be the first priority.

Location

Latitude: 42°11'54" N
Longitude: 70°43'13" W
NOAA Chart # 13246

Geographic Response Strategy

Scituate Harbor SS04

Tactic #	Purpose	Response Equipment	Deployment Resources	Deployment Notes
DV-01a 	Redirect spilled oil from one location or direction of travel to a specific site for recovery.	500 ft protected water boom 5 marine anchor system 1 shoreline anchor system	2 shore responders 1 response boats 3 boat responders	Tend through tidal changes. Deploy boom as depicted to divert incoming oil to the collection site. Anchor every 200-300'. Adjust angle as necessary to reduce entrainment. Set up shoreside recovery and tend throughout tide. Deploy shoreside anchor first.
		6/4/2019	Testing Date	
DV-01b 	Redirect spilled oil from one location or direction of travel to a specific site for recovery.	600 ft protected water boom 3 marine anchor system 2 shoreline anchor system	2 shore responders 1 response boats 3 boat responders	Tend through tidal changes. Deploy boom as depicted to divert incoming oil to the collection site. Anchor every 200-300'. Adjust angle as necessary to reduce entrainment. Set up shoreside recovery and tend throughout tide. Deploy shoreside anchor first.
			Testing Date	
DV-01c 	Redirect spilled oil from one location or direction of travel to a specific site for recovery.	400 ft protected water boom 2 marine anchor system 2 shoreline anchor system	2 shore responders 1 response boats 3 boat responders	Tend through tidal changes. Deploy boom as depicted to divert incoming oil to the collection site. Anchor every 200-300'. Adjust angle as necessary to reduce entrainment. Set up shoreside recovery and tend throughout tide. Deploy shoreside anchor first.
		5/16/2017	Testing Date	
FO-02 	Contain and recover spilled oil on the water in the offshore & nearshore environment	1 or more onwater skimming systems		Deploy on-water recovery task force(s) in configuration suitable for types of vessels used and sea conditions, with skimming system(s) and temporary storage for recovered oil and water. Location not exact, will move to chase oil.
		N/A	Testing Date	
SR-03 	Remove spilled oil that has been diverted to a designated recovery site accessible from shore	6 skimming system 6 storage tank or bladder 6 hoses, pumps, fittings	2 shore responders	Set up shoreside recovery tactic at general location depicted on map. Some access points located at private residences. Access may be difficult.
		N/A	Testing Date	

Local contacts

Scituate Harbormaster	781-545-2130
Scituate Fire Dept	781-545-8749
Scituate Conservation Commission	781-545-8721
MassDEP (24 Hours)	888-304-1133
U.S. Coast Guard (24 Hours)	617-223-5750



View looking north towards DV-01c

Resources Protected

Marine Mammals	None identified
Fish	Anadromous Fish
Invertebrates	Lobster, crab, shrimp, shellfish
Birds	None identified
Threat/End. Species	None identified
Cultural	None identified
Subsistence	None identified
Human Use	Beach, Boat Ramp, Coast Guard, Marina, Recreational Fishing
Commercial Fishing	None identified
Land Management	None identified
Coastal Habitat	Beach, Marsh, Rocky, Tidal Flats, Washover Areas



View looking south towards DV-01b

Special Considerations & Navigational Hazards

Vessel operators should have local knowledge.