

Tactics Legend

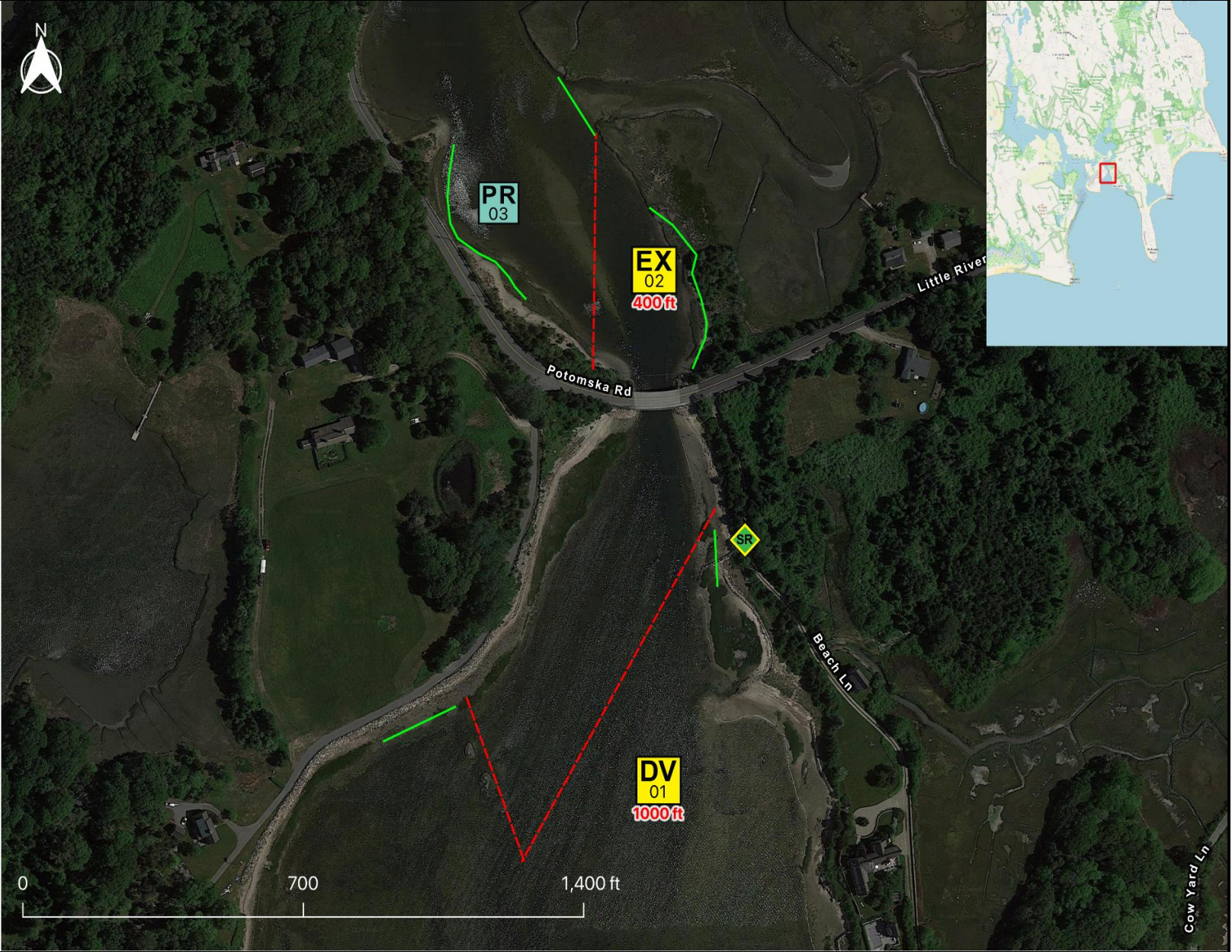
- DF** Deflection Booming
- DV** Diversion Booming
- EX** Exclusion Booming
- FO** Free Oil Recovery
- PR** Passive Recovery
- SR** Shoreside Recovery
- S** Staging Area
-  Boat Ramp
- BB** Beach Berm
- TG** Tide Gate
-  Protected-Water Boom
-  Open-Water Boom
-  Snare/ Sorbent Boom

Equipment - All Tactics

Boom(ft)	1400
Marine anchors	8
Shore anchors	4
Sorbent Boom(ft)	1000
FO Recovery Sys	0
Shore Responders	2
Boat Responders	6
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:** 41°32'7" N  
**Longitude:** 70°58'10" W  
**NOAA Chart #** 13229

**Geographic Response Strategy**

**Little River System BB05**

Tactic #	Purpose	Response Equipment	Deployment Resources	Deployment Notes
<b>DV-01</b> 	Redirect spilled oil from one location or direction of travel to a specific site for recovery.	1000 ft protected water boom 6 marine anchor system 2 shoreline anchor system	2 shore responders 2 response boats 6 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.
		N/A	Testing Date	
<b>EX-02</b> 	Prohibit oil slicks from entering a sensitive area	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 exclude oil from sensitive areas. Anchor every 200-300'. Not tide dependent. Deploy shoreside anchor first.
		N/A	Testing Date	
<b>PR-03</b> 	Remove spilled oil by collecting it in a sorbent material	1000 ft sorbent boom 1000 ft sorbent pom-poms 29 anchor stakes	2 shore responders	Place and stake snare or sorbent boom in areas that are likely to pool and collect oil and across the mouths of the streams and intertidal areas. Use snare boom for persistent oils and sorbent boom for non-persistent oils. Approach the streams and intertidal areas on rising tide. Replace as necessary to maximize oil recovery.
		N/A	Testing Date	
<b>SR-04</b> 	Remove spilled oil that has been diverted to a designated recovery site accessible from shore	1 skimming system 1 storage tank or bladder 1 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

Environmental Affairs Coordinator	<a href="tel:5089101822">(508) 910-1822</a>
Harbor Master	<a href="tel:5089990759">(508) 999-0759</a>
Massachusetts Department of Fish and Wildlife	<a href="tel:5087927270">(508) 792-7270</a>
Demarest Lloyd State Park (MA DEM)	<a href="tel:5086368816">(508) 636-8816</a>
Massachusetts Audubon (Westport MA)	<a href="tel:5086362497">(508) 636-2497</a>
The Coalition for Buzzards Bay	<a href="tel:5089996363">(508) 999-6363</a>



Little River System entrance looking north at low tide on 29 May 2004. Note offshore bar exposed at this tide level. (RPI photo.)

Resources Protected

Marine Mammals	None identified
Fish	Shellfish, finfish
Invertebrates	None identified
Birds	Waterfowl concentration, Piping Plover (state/federally threatened)
Threat/End. Species	None identified
Cultural	None identified
Subsistence	None identified
Human Use	Recreational Beaches, private docks
Commercial Fishing	None identified
Land Management	None identified
Coastal Habitat	Extensive marsh system, marsh grasses, eel grass beds, sand and cobble beaches



Little River System entrance at low tide looking south on 15 January 2008.

Special Considerations & Navigational Hazards

Maximum estimated current. 2.0 kts.