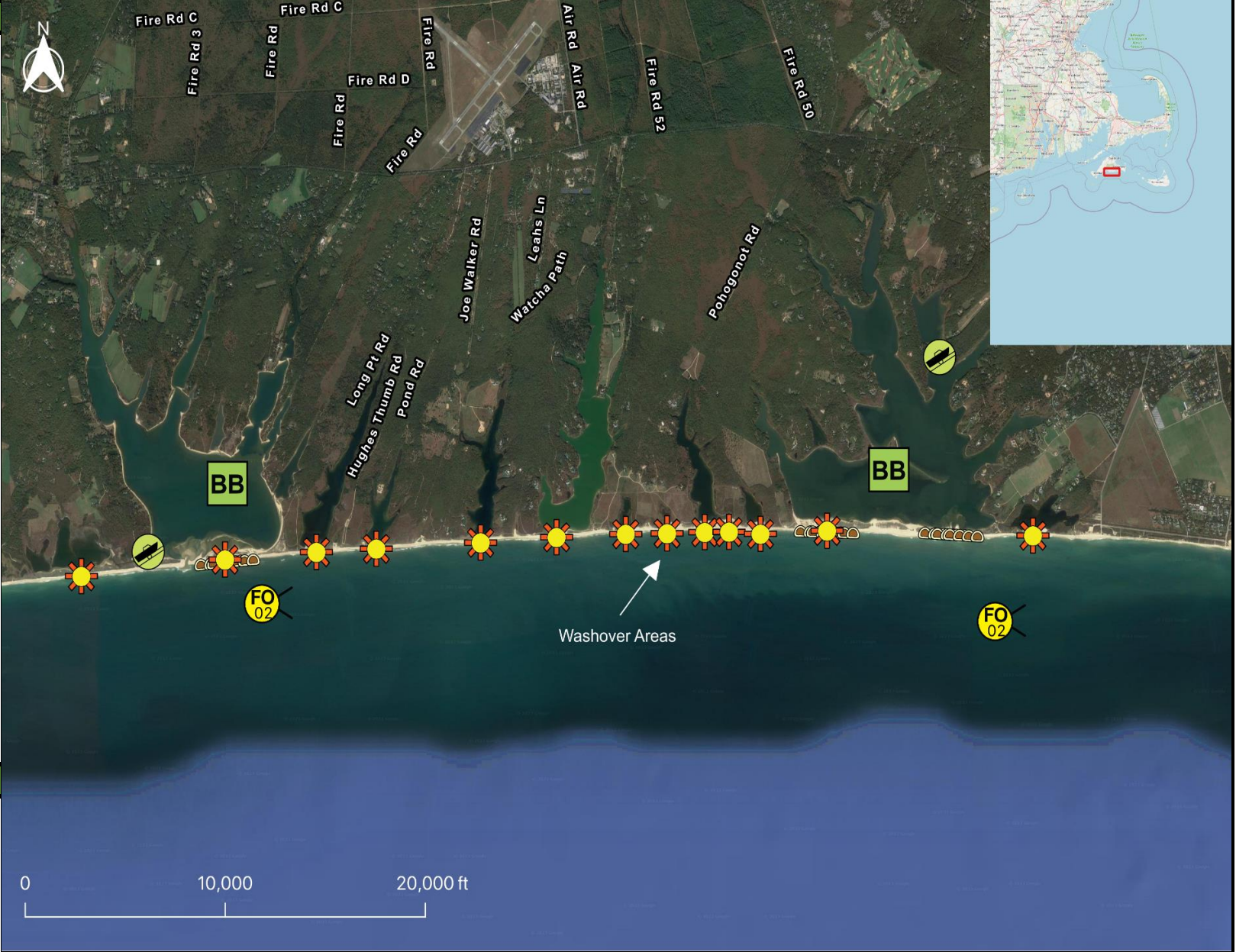


Tactics Legend

- 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)	0
Marine anchors	0
Shore anchors	0
Sorbent Boom(ft)	0
FO Recovery Sys	2
Shore Responders	2
Boat Responders	2
Boats	2

Version
2/16/2023

Response Trailer, Tactics Deployment, and Responder Safety Information




A total of 1 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°21'5" N
Longitude: 70°36'4" W
NOAA Chart #

Geographic Response Strategy

Martha's Vineyard Southshore CI23

Tactic #	Purpose	Response Equipment	Deployment Resources	Deployment Notes
BB-01 	Exclude spilled oil from impacting sensitive areas by constructing a barrier from natural materials	Build a beach berm. Use local beach & inter-tidal bar sediments. Don't destroy any part of foredune. If berm is expected to remain in place for more than a few days, place one or more 20' x 12" pipe in the channel & build berm on top of pipe. Use culvert plugs to control water flow through the pipe. Permitting may be required. N/A Testing Date	Tested	Construction of beach berms typically require the use of heavy equipment and should only be attempted by professional responders. Beach berms should not be constructed without explicit direction from the UC. Permits for earth-moving to construct beach berms are required from state and federal agencies (MADEP, Army Corp. of Eng) and concurrence from Natural Resource Trustee Agencies may also be required.
FO-02 	Contain and recover spilled oil on the water in the offshore & nearshore environment	1 or more onwater skimming systems N/A Testing Date	Tested	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.
FO-02 	Contain and recover spilled oil on the water in the offshore & nearshore environment	1 or more onwater skimming systems N/A Testing Date	Tested	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.

Local contacts

Martha's Vineyard Communications Center	(508) 693-1212
Chilmark Harbormaster	(508) 645-2100 ext. 2136
Chilmark- Shellfish	508) 465-2101
Chilmark Fire Chief	508) 645-2550
Edgartown - Shellfish Warden	508) 627-9819
Edgartown-Fire	508) 627-5167
Edgartown-Harbormaster	508) 627 4746
Edgartown-Shellfish Dept	508) 627 6175
MV Commission	508) 693-3453
USFWS	413) 539-3194



Coastal pond showing possible washover area looking northeast

Resources Protected

Marine Mammals	None identified
Fish	Shellfish, finfish
Invertebrates	None identified
Birds	Waterfowl concentration
Threat/End. Species	None identified
Cultural	None identified
Subsistence	None identified
Human Use	High-use recreational area
Commercial Fishing	None identified
Land Management	None identified
Coastal Habitat	Marsh, sheltered tidal flats



Coastal Pond looking northeast

Special Considerations & Navigational Hazards

Use caution in sandy dunes during months when plovers are present. Use caution operating in nearshore areas when Roseate Terns are foraging. Nesting areas may include beaches sandspits foredunes and washover areas in dunes. Consult with USFWS as early as possible regarding shoreline collection areas and access plans. Use extreme caution. Shoal waters with numerous reefs rocks & continually shifting sand bars. Currents and winds are locally variable and can create dangerous operating environments. Vessel operators should have local knowledge.