

South Shore Geographic Response Plan – Site Survey for Scituate Harbor  
Tuesday, June 14<sup>th</sup>, 2011

Attendees:

Mark Patterson – Scituate Harbormaster  
Ed Gibbons – Assistant Harbormaster  
Scituate Fire Department  
Jaime Goncalves – MassDEP  
Bryan Howley – Coast Guard  
Joe Cronin – Coast Guard  
Elise DeCola – Nuka Research & Planning Group

Vessel:

Scituate Harbor was surveyed using a vessel owned by the Scituate Harbormaster

Weather:

Overcast, winds around 20kts NNE. We had intended to survey the North River, but the sea state was so rough that the survey had to be restricted to Scituate Harbor.

Tactics:

**Site SS-07 (Scituate Harbor)**

DV-01

Deploy boom across this narrow part of the harbor. Boom should extend from the Eastern shore along Front Street across the channel to beach on the opposite shore. Shoreside recovery could be set up at the beach on Front Street. This would be the primary tactic to prevent oil from moving further into the harbor. This tactic would be more effective with an easterly/northeasterly wind.

DV-02

Deploy boom in a closed chevron formation on the North side of the bridge at Edwards Rogers Blvd. It was recommended that this chevron be narrow, to keep the boom floating in the deeper water, due to the tidal flats on each end of the bridge. 50ft of additional boom should be added to either side of the anchor point due to the riprap on the shoreline. Oil would be diverted to shoreline for recovery. This tactic would prevent oil from entering the Kent Street Marshes.

DV-03

Deploy boom in a Southeasterly direction from the shore along Cole Parkway. Shoreside recovery should be set up here along the beach. This would prevent oil from migrating further west towards the creek under the bridge at Front Street.

#### DV-04

Deploy a short segment of boom on the Eastern side of the bridge at Front Street. This would prevent oil from entering the creek and migrating further upstream. This tactic would only be needed in the event of a strong storm surge as the creek continually flows out into the harbor. It may be possible to set up shoreside recovery on either side of the creek.

#### Other Considerations

- Shoreside recovery would be the main strategy as there are many natural shoreside collection points (marked on the attached map) located within the harbor.
- While the most attractive strategy would be to close off the entrance to the harbor to prevent oil from migrating into the harbor, even average marine conditions exceed the limits of the boom available in the MassDEP response trailers.
- In the event of a major spill, a deflection tactic at the mouth of the harbor might be effective. This was not drawn on the attached map, but may be considered in the finished GRP.
- The dense mooring fields, from May-October, may be an obstacle when towing boom through the harbor. Whenever possible, boom should be deployed as close to the tactic location as possible, to minimize towing.
- The tidal range leaves a fair amount of exposed tidal flats during low tide.
- The largest marsh system is located south of the bridge at Edward Rogers Blvd.
- There are multiple boat ramps located in the harbor and have been marked on the attached map. Two ramps are located south of the State Boat Ramp are indicated using a single icon.

70°44'30"W

70°44'0"W

70°43'30"W

70°43'0"W

SR = Shoreside Recovery

BR = Boat Ramp

42°13'0"N

42°12'30"N

42°12'0"N

42°11'30"N

SS-07

0 0.125 0.25 0.5 Miles

